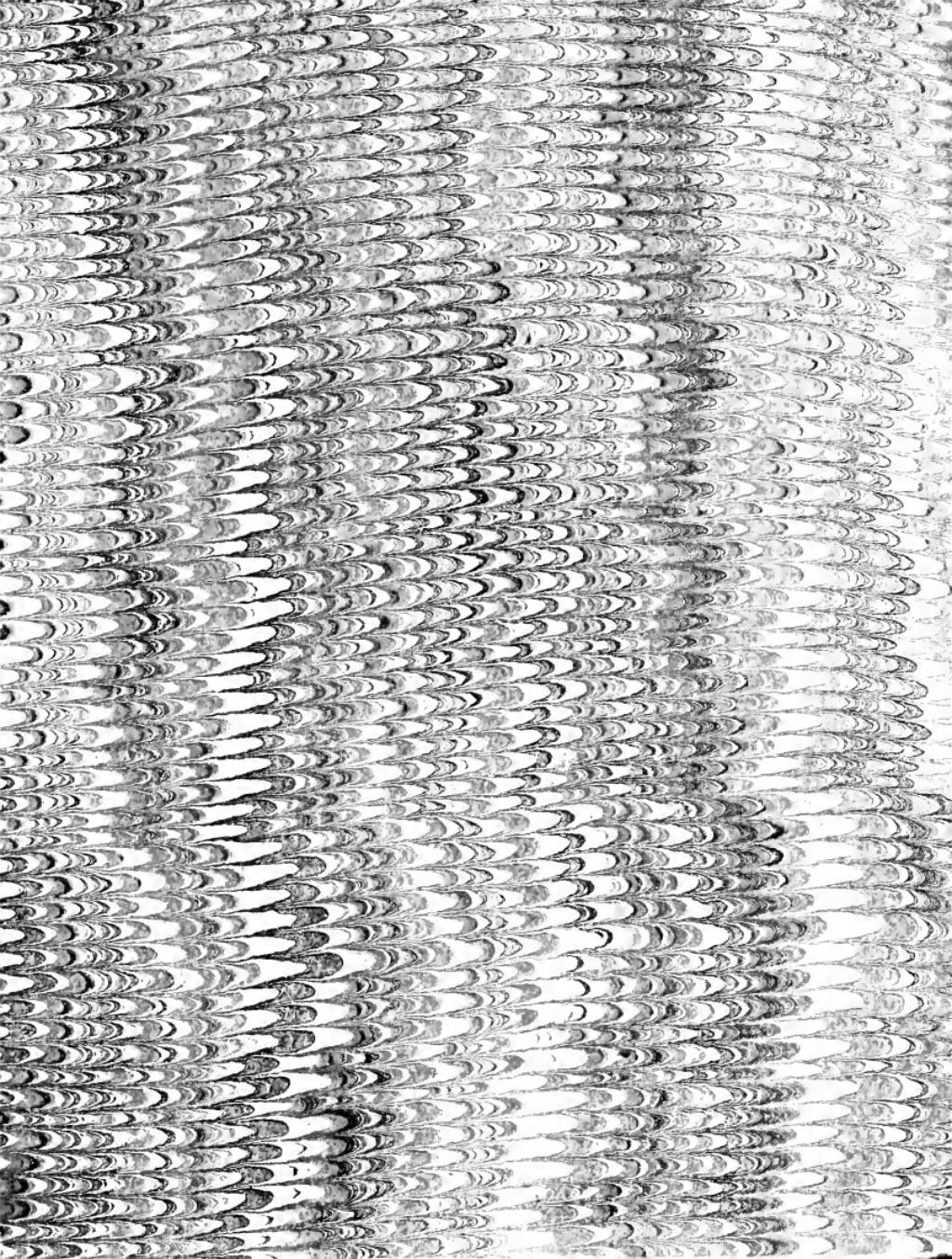




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# ACROSS THE CONTINENT.

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## DISTURNELL'S DISTANCE TABLES;

OR,

*Travellers' Pocket Companion,*

GIVING THE

GREAT LINES OF TRAVEL ACROSS THE CONTINENT.

ALSO, CONTAINING A LIST OF ALL THE

RAILROADS IN THE UNITED STATES AND CANADA,

WITH OTHER USEFUL INFORMATION RELATING TO

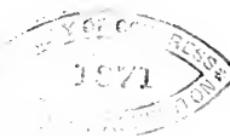
STEAMSHIP LINES, TELEGRAPH LINES, ETC.

**PRICE, 50 CENTS.**

PHILADELPHIA:  
PUBLISHED BY W. B. ZIEBER,  
106 SOUTH THIRD STREET,

And for Sale by the AMERICAN NEWS COMPANY, 121 Nassau Street, New York,  
and Booksellers and News Agents.

1871.



# TO THE PUBLIC.

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THIS WORK is prepared and presented to the Public, owing to the great importance of the Line of Railroads crossing the Continent from different points of our extended country. The completion of the **Union Pacific Railroad** and **Central Pacific Railroad**, in May, 1869, forming a Through Line of Travel from Ocean to Ocean, was a bright event that will be forever remembered by the American public. Since that period, the **Southern Pacific Railroad** and **Northern Pacific Railroad**, have both been commenced, the one to terminate at the Pacific Ocean in Southern California, and the other to extend from the head of Lake Superior to Puget Sound, in Washington Territory—thus affording an International communication from Ocean to Ocean, *via* the St. Lawrence River.

The Eastern Cities that are mostly interested at this time in these great works, and from whence connecting Railroads diverge, are Baltimore, Washington, Philadelphia, New York and Boston; while other cities in the Valley of the Mississippi and on the shores of the Great Lakes, will be alike benefitted.

The Baltimore and Ohio Railroad, Pennsylvania Central Railroad, Erie Railway of New York, the Boston and Albany, and New York Central Railroads, and the Grand Trunk Railway of Canada, and their connections, form the first great links in this Continental Line of Travel, extending from the Atlantic to **CHICAGO**, **ST. LOUIS** and **OMAHA**, and from thence, crossing the Rocky Mountains, to the Pacific Ocean. The recent completion of the **Kansas Pacific Railroad**, extending Westward to **DENVER**, Colorado, forms another great Through Route of Travel.

From the principal Seaports on both Oceans, **Lines of Steamers** run to Europe on the East, and Asia on the West, thus encircling the World as with a **band of iron**—carrying civilization and commerce to every part of the inhabitable globe. These modes of communication, in connection with **Ocean Lines of Telegraph**, form the most important era in the World's history, and will, no doubt, tend to civilize and benefit the whole human family.

---

## TO THE MANAGERS OF RAILROAD AND STEAMSHIP LINES.

YOUR favorable attention is respectfully called to the above Work which contains much valuable information required by the Travelling Public, giving reliable **DISTANCE TABLES** on all the **TRUNK RAILWAYS** extending from the Atlantic to the Pacific Ocean, and a Complete List of **RAILROADS** in the **UNITED STATES** and **CANADA**, Etc.

### TERMS.

The Work will appear early in March, 1871, and be Revised from time to time, as New Editions are called for. It contains about 150 pages, and will be neatly bound in muslin; **Retail Price, 50 Cents**, from which a liberal deduction will be made when ordered in large quantities, either for sale or distribution. No better Advertising medium for Railroad Companies, Steamship Companies, and Land Agencies can be desired,—**Price per Page, Twenty Dollars.**

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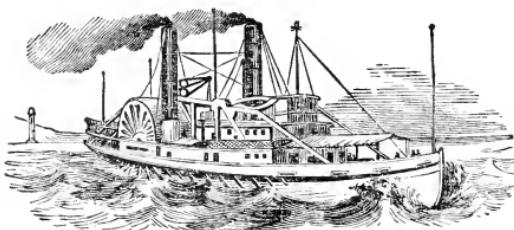
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Forming Through Lines of Travel from the Atlantic to the Pacific Ocean, via the Southern Pacific\*, Kansas Pacific, Union Pacific, or Northern Pacific Railroad\*.

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\* Unfinished.

# DISTANCES FROM NEW YORK AND WASHINGTON

TO THE

## PRINCIPAL CITIES IN THE UNITED STATES.

CITIES.	MILES.		CITIES.	MILES.	
	FROM N. Y.	FROM W.		FROM N. Y.	FROM W.
ALBANY, N. Y.....	145	375	CONCORD, N. H.....	279	509
Alexandria, Va.....	238	8	Covington, Ky.....	745	614
Alleghany City, Pa.....	433	376	Cumberland, Md.....	366	200
Alton, Ill.....	1,060	974	Davenport, Iowa.....	1,084	1,028
ANNAPOLIS, Md.....	228	42	Dayton, Ohio.....	760	606
Ann Arbor, Mich.....	716	732	DENVER, Col.....	1,942	1,842
Appalachicola, Flor.....	1,370	1,140	DES MOINES, Iowa.....	1,259	1,203
ATLANTA, Geo.....	955	725	Detroit, Mich.....	678	695
Atchison, Kan.....	1,360	1,284	Dover, N. H.....	306	536
Auburn, N. Y.....	328	416	DOVER, Del.....	156	158
AUGUSTA, Me.....	404	634	Dubuque, Iowa.....	1,088	1,034
Augusta, Geo.....	904	674	Duluth, Minn.....	1,505	1,457
AUSTIN, Texas.....	2,043	1,813	Easton, Pa.....	75	210
Baltimore, Md.....	188	40	Elizabeth, N. J.....	15	216
Bangor, Me.....	477	707	Elmira, N. Y.....	272	298
Bath, Me.....	376	606	Erie, Pa.....	486	469
Baton Rouge, La.....	1,620	1,390	Evansville, Ind.....	1,020	857
Binghamton, N. Y.....	215	357	Fall River, Mass.....	180	410
BOISE CITY, Idaho.....	2,884	2,824	Fond du Lac, Wis.....	1,082	1,022
BOSTON, Mass.....	234	466	Fort Wayne, Ind.....	763	694
Bridgeport, Conn.....	59	287	FRANKFORT, Ky.....	900	742
Bristol, R. I.....	215	439	Frederick, Md.....	252	83
Brooklyn, N. Y.....	1	232	Freeport, Ill.....	1,030	965
Buffalo, N. Y.....	442	447	Galena, Ill.....	1,082	1,016
Burlington, Vt.....	305	535	Galveston, Texas.....	1,817	1,587
Burlington, Iowa.....	1,122	1,053	Georgetown, D. C.....	232	2
Cairo, Ill.....	1,150	1,009	Grand Rapids, Mich.....	836	853
Cambridge, Mass.....	236	468	Green Bay, Wis.....	1,200	1,088
Camden, N. J.....	87	141	Hamilton, Ohio.....	730	641
CARSON CITY, Nev.....	2,850	3,004	HARRISBURG, Pa.....	182	126
Charleston, S. C.....	822	592	HARTFORD, Conn.....	112	345
Charlestown, Mass.....	236	468	Hudson, N. Y.....	118	348
Chattanooga, Tenn.....	980	750	INDIANAPOLIS, Ind.....	838	722
CHEYENNE, Wy. Ter.....	1,910	1,850	Iowa City, Iowa.....	1,200	1,082
Chicago, Ill.....	900	844	JACKSON, Miss.....	1,297	1,097
Cincinnati, Ohio.....	744	612	JEFFERSON CITY, Mo.....	1,179	1,079
Cleveland, Ohio.....	581	516			
COLUMBUS, Ohio.....	624	535			
COLUMBIA, S. C.....	753	523			

CITIES.	FROM N. Y.	MILES.	CITIES.	FROM N. Y.	MILES.
	FROM W.			FROM W.	
Jersey City, N. J.....	1	229	Peoria, Ill.....	1,072	938
Kansas City, Mo.....	1,372	1,226	PHILADELPHIA.....	90	140
Key West, Flor.....	1,587	1,357	Pittsburgh, Pa.....	432	375
Knoxville, Tenn.....	744	514	Portland, Me.....	344	570
La Crosse, Wis.....	1,200	1,128	Portland, Or.....	3,850	3,790
Lancaster, Pa.....	260	123	Portsmouth, N. H.....	294	524
LANSING, Mich.....	785	747	Poughkeepsie, N. Y.....	75	306
Lawrence, Kan.....	1,400	1,277	PROVIDENCE, R. I.....	193	423
Leavenworth, Kan.....	1,393	1,265	Quiney, Ill.....	1,170	1,076
Lexington, Ky.....	903	713	Racine, Wis.....	967	907
LINCOLN, Neb.....	1,472	1,417	RALEIGH, N. C.....	546	316
Little Rock, Ark.....	1,287	1,087	Reading, Pa.....	128	157
Louisville, Ky.....	947	747	RICHMOND, Va.....	361	131
Lynchburg, Va.....	404	174	Rochester, N. Y.....	372	396
Macon, Geo.....	1,121	891	Rock Island, Ill.....	1,083	1,027
MADISON, Wis.....	1,049	976	Rutland, Vt.....	239	469
Marietta, Ohio.....	580	418	Sacramento, Cal.....	3,176	3,173
Memphis, Tenn.....	1,135	937	Saginaw, Mich.....	850	797
Milwaukee, Wis.....	996	931	St. Anthony, Minn.....	1,360	1,297
Minneapolis, Minn.....	1,360	1,297	St. Joseph, Mo.....	1,385	1,260
Mobile, Ala.....	1,316	1,086	St. Louis, Mo.....	1,150	954
MONTGOMERY, Ala.....	1,130	900	St. Paul, Minn.....	1,350	1,287
MONTPELIER, Vt.....	306	536	Salem, Mass.....	250	484
NASHVILLE, Tenn.....	1,085	777	SALEM, Or.....	3,800	3,739
New Albany, Ind.....	903	751	Sandusky, Ohio.....	660	577
Newark, N. J.....	9	222	SALT LAKE CITY, Utah.....	2,464	2,511
New Brunswick, N. J.....	32	200	San Francisco, Cal.....	3,286	3,250
Newburgh, N. Y.....	60	290	Santa Fé, N. M.....	2,300	2,106
NEW HAVEN, Conn.....	76	308	Savannah, Geo.....	928	698
New London, Conn.....	126	358	Schenectady, N. Y.....	162	394
NEW ORLEANS, La.....	1,490	1,260	Selma, Ala.....	1,112	882
NEWPORT, R. I.....	162	402	Sitka, Alaska.....	4,810	4,750
NEW YORK.....	0	230	Springfield, Mass.....	138	371
Norfolk, Va.....	466	236	SPRINGFIELD, Ill.....	1,062	963
Ogden, Utah.....	2,424	2,471	Staunton, Va.....	388	158
OLYMPIA, Wy. Ter.....	3,300	3,400	Steubenville, Ohio.....	474	418
Omaha, Neb.....	1,392	1,337	Syracuse, N. Y.....	291	437
Oshkosh, Wis.....	1,100	1,039	Tallahassee, Flor.....	1,191	961
Ogdensburg, N. Y.....	394	622	Tannton, Mass.....	210	457
Oswego, N. Y.....	285	473	Terre Haute, Ind.....	900	795
Paterson, N. J.....	17	246	Toledo, Ohio.....	742	630
			TOPEKA, Kan.....	1,530	1,307

CITIES.	MILES.		CITIES.	MILES.	
	FROM N. Y.	FROM W.		FROM N. Y.	FROM W.
TRENTON, N. J.....	60	172	Wilmington, N. C.....	711	381
Troy, N. Y.....	150	382	Winona, Minn.....	1,240	1,162
TUCSON, Ariz.....	2,889	2,659	Worcester, Mass.....	192	426
Utica, N. Y.....	249	472	Xenia, Ohio.....	660	490
Vicksburg, Miss.....	1,542	1,312	YANCTON, Dak.....	1,500	1,404
VIRGINIA CITY, Mont....	2,937	2,837	York, Pa.....	250	98
WASHINGTON, D. C.....	230	0	Ypsilanti, Mich.....	708	724
Wheeling, W. Va.....	522	402	Zanesville, Ohio.....	600	476
Wilmington, Del.....	116	110			

## DISTANCES TO FOREIGN PORTS

FROM

## NEW YORK AND NEW ORLEANS, BY WATER.

CITIES.	MILES.		CITIES.	MILES.	
	FROM N. Y.	FROM N. O.		FROM N. Y.	FROM N. O.
Amsterdam.....	3,500	4,710	Lisbon.....	3,175	4,500
Aspinwall.....	2,320	1,300	London.....	3,350	5,100
Barbadoes.....	1,900	1,200	Liverpool.....	3,200	4,950
Batavia.....	13,000	12,000	Madras.....	11,850	11,250
Bermudas.....	660	1,600	Malta.....	4,325	5,720
Bordeaux.....	3,300	4,600	Manilla.....	13,675	13,000
Bombay.....	11,575	10,800	Monrovia.....	3,825	4,900
Buenos Ayres.....	7,100	6,380	Naples.....	4,330	5,725
Calcutta.....	12,500	12,000	Panama.....	2,350	1,300
Canton.....	14,000	13,000	Pekin.....	15,000	14,000
Cape Horn.....	8,120	7,300	Pernambuco.....	4,760	3,900
Cape of Good Hope.....	6,830	6,200	Rio de Janeiro.....	3,850	5,100
Constantinople.....	5,140	6,400	San Francisco <i>via</i> Pana.	5,860	4,850
Copenhagen.....	3,640	5,800	Sandwich Islands.....	15,000	14,000
Dublin.....	3,225	5,000	St. Petersburg.....	4,420	6,250
Gibraltar.....	3,300	4,700	Singapore.....	12,700	11,800
Halifax.....	612	2,500	Smyrna.....	5,000	6,310
Hamburg.....	3,775	5,500	Stockholm.....	4,000	6,000
Havana.....	1,420	610	Trieste.....	5,130	6,500
Havre.....	3,150	5,400	Valparaiso.....	9,750	9,000
Kingston.....	1,640	1,000	Vera Cruz.....	2,250	830
Lima.....	11,310	10,750	Yokohama.....	13,000	12,000

**DISTANCES FROM CHICAGO AND ST. LOUIS,**  
**BY THE MOST DIRECT ROUTES.**

CITIES.	MILES.		CITIES.	MILES.	
	FROM C.	FROM ST. L.		FROM C.	FROM ST. L.
ALBANY, N. Y.....	818	1,026	MADISON, Wis.....	138	418
Alton, Ill.....	257	23	Marquette, Mich.....	437	717
Baltimore, Md.....	802	928	Memphis, Tenn.....	600	400
Bloomington, Ill.....	126	154	Milwaukee, Wis.....	85	365
BOSTON, Mass.....	1,018	1,226	Montgomery, Ala.....	941	895
Buffalo, N. Y.....	540	728	Montreal, Can.....	843	1,056
Burlington, Iowa.....	208	200	Nashville, Tenn.....	485	455
Cairo, Ill.....	365	200	New Orleans.....	1,365	1,200
Cheyenne, Wy. Ter.....	1,008	1,016	NEW YORK.....	898	1,088
CHICAGO.....	0	280	Niagara Falls, N. Y.....	515	750
Cincinnati, O.....	294	340	Norfolk, Va.....	950	975
Cleveland, O.....	357	545	Omaha, Neb.....	497	800
COLUMBUS, O.....	296	427	Ottumwa, Iowa.....	285	383
CONCORD, N. H.....	1,197	1,392	PHILADELPHIA.....	823	975
Davenport, Iowa.....	183	243	Pittsburgh.....	468	620
DENVER, Col.....	1,120	910	Portland, Me.....	1,123	1,331
DES MOINES, Iowa.....	357	325	Quincey, Ill.....	263	160
Detroit, Mich.....	284	497	RICHMOND, Va.....	982	1,004
Dubuque, Iowa.....	188	350	Rochester, N. Y.....	590	797
Duluth, Minn.....	600	880	Rock Island, Ill.....	182	242
Effingham, Ill.....	199	99	SACRAMENTO, Cal.....	2,272	2,260
Erie, Pa.....	452	640	St. Joseph, Mo.....	473	305
Evansville, Ind.....	388	125	St. LOUIS.....	280	0
Freeport, Ill.....	121	314	St. Paul.....	448	728
Fort Wayne.....	148	338	Salt Lake City.....	1,580	1,570
Galesburg, Ill.....	164	160	SAN FRANCISCO.....	2,410	2,400
Hannibal, Mo.....	283	140	Savannah, Geo.....	1,260	1,240
HARRISBURG, Pa.....	717	868	SPRINGFIELD, Ill.....	185	95
INDIANAPOLIS.....	193	238	Terre Haute, Ind.....	183	166
JACKSON, Miss.....	869	698	Toledo, O.....	244	432
Jefferson City, Mo.....	405	125	TOPEKA, Kan.....	590	340
Kansas City, Mo.....	522	272	Toronto, Can.....	510	723
Keokuk, Iowa.....	270	160	Urbana, O.....	292	379
Lawrence, Kan.....	560	310	Vicksburg, Miss.....	1,000	800
Leavenworth, Kan.....	514	309	WASHINGTON, D. C.....	842	950
LITTLE ROCK, Ark.....	710	590	Wheeling, W. Va.....	435	564
Louisville, Ky.....	296	276	Zanesville, Ohio.....	380	486

# AROUND THE WORLD

STATUTE MILES. TIME.

NEW YORK to CHICAGO, Illinois.....	Railroad.	900	1 $\frac{1}{4}$	Days.
CHICAGO to SAN FRANCISCO, California.....	Railroad.	2,410	5 $\frac{1}{4}$	"
SAN FRANCISCO to YOKOHAMA, Japan.....	Steamship.	4,816	21	"
YOKOHAMA to HONG KONG, China.....	Steamship.	1,670	6	"
HONG KONG to CALCUTTA, India.....	Steamship.	3,500	14	"
CALCUTTA to BOMBAY.....	Railroad.	1,229	2	"
BOMBAY to CAIRO, Egypt.....	Steamship.	3,800	14	"
CAIRO to MARSEILLES, France.....	Steamship.	1,700	4	"
MARSEILLES to HAVRE, France.....	Railroad.	575	1 $\frac{1}{2}$	"
HAVRE to NEW YORK .....	Steamship.	3,150	10	"
Total .....		23,750	79	Days.

 Making 5,114 Miles by Railroad, and 18,636 Miles by Steamship.

## DISTANCE AROUND THE WORLD IN GEOGRAPHICAL MILES, COMMENCING AT THE MERIDIAN OF GREENWICH, ENGLAND.

	DEGREES.	GEO. MILES.
WEST COAST OF AFRICA, crossing Atlantic Ocean...To	50 West.	3,000
MOUTH OF THE AMAZON RIVER to the Pac. Coast...	" 80 "	1,800 4,800
GALAPAGOS ISLANDS, Pacific O., (under the Equator) "	90 "	600 5,400
GALAPAGOS ISLANDS, to CHRISTMAS ISLAND, P. O. "	160 "	4,200 9,600
CHRISTMAS ISLAND to KINGSMILL GROUP, P. O.....	" 180 "	1,200 10,800
KINGSMILL GROUP to PAPUA or NEW GUINEA, P. O. "	140 East.	2,400 13,200
NEW GUINEA to the MOLUCCAS ISLANDS, Pacific O. "	130 "	600 13,800
MOLUCCAS to the CELEBES, Pacific Ocean.....	" 120 "	600 14,400
CELEBES to BORNEO.....	" 118 "	120 14,520
ISLAND OF BORNEO.....	" 108 "	600 15,120
BORNEO to SUMATRA, (West Coast) .....	" 100 "	480 15,600
SUMATRA to the EAST COAST OF AFRICA, Indian O. "	40 "	3,600 19,200
EAST COAST OF AFRICA to Meridian of Greenwich.. "	0 "	2,400 21,600

NOTE.—The *Land* passed in going around the World, under the Equator, being about 5,600 Geographical Miles, and the *Water* 16,000 Miles; making a total of about 24,000 English Statute Miles.

# TABLE OF ALTITUDES AND DISTANCES

## ACROSS THE CONTINENT.

CITIES, &C.	ALT. FT.	MILES.	CITIES, &C.	ALT. FT.	MILES.
<b>NEW YORK</b> .....	0	0	Rock Creek.....	6,690	2,017
HARRISBURG, Pa.....	320	183	Medicine Bow.....	6,550	2,039
Altoona, “.....	1,168	316	St. Mary's.....	6,751	2,074
Gallitzin, Alleghany Mts. ....	2,180	327	Rawlins.....	6,732	2,103
Cresson.....	1,996	330	Bitter Creek.....	6,685	2,179
Johnstown.....	1,184	354	Point of Rocks.....	6,490	2,203
PITTSBURGH, Pa.....	700	432	Rock Springs.....	6,280	2,229
Alliance, Ohio.....		516	Green River.....	6,140	2,239
Crestline, “.....		621	Bryan.....	6,340	2,252
Fort Wayne, Ind.....		752	Church Buttes.....	6,317	2,281
<b>Chicago</b> , Ill.....	590	900	Fort Bridger.....	6,780	2,309
Rock Island “.....	550	1,083	Piedmont.....	6,540	2,324
<i>(Mississippi River.)</i>					
DAVENPORT, Iowa.....	550	1,084	Wahsatch, Utah.....	6,879	2,362
Iowa City, “.....		1,138	Castle Rock.....	6,290	2,371
<b>Des Moines</b> .....	780	1,257	Weber Canon.....	5,130	2,401
COUNCIL BLUFFS.....	966	1,390	Devil's Gate.....	4,870	2,413
<i>(Missouri River.)</i>					
<b>Omaha</b> , Neb.....	966	1,394	<b>Ogden</b> . ( <i>R. R. Junc.</i> ), 4,340	2,426	
Elkhorn.....	1,150	1,423	Corinne.....	4,294	2,451
Fremont.....	1,176	1,441	Promontory.....	4,943	2,487
North Bend.....	1,260	1,456	Kelton.....	4,500	2,518
COLUMBUS.....	1,432	1,486	Toano, Nev.....	5,964	2,609
Lone Tree.....	1,686	1,526	Tulasco.....	5,418	2,653
Grand Island.....	1,850	1,548	Elko.....	5,030	2,701
Kearny.....	2,106	1,585	Carlin.....	4,930	2,724
Willow Island.....	2,511	1,644	Battle Mountain.....	4,534	2,790
North Platte.....	2,790	1,685	WINNEMUCCA .....	4,355	2,844
Roscoe.....	3,105	1,726	Humboldt.....	4,262	2,885
Julesburg, Col.....	3,500	1,771	Wadsworth.....	4,104	2,980
Lodge Pole.....	3,800	1,791	Reno.....	4,525	3,014
Sidney.....	4,073	1,808	TRUCKEE, Cal.....	5,866	3,048
Antelope.....	4,712	1,845	Summit Sierras.....	7,042	3,063
Pine Bluffis, Wy. Ter.....	5,026	1,867	Cisco.....	5,911	3,076
<b>Cheyenne</b> , “.....	6,041	1,911	Alta.....	3,625	3,100
Sherman, (Summit).....	8,242	1,944	Colfax.....	3,448	3,114
Red Buttes.....	7,336	1,959	Auburn.....	1,385	3,133
<b>LARAMIE</b> .....	7,123	1,967	Junction, <i>Cal. &amp; Or. R. R.</i> .....	189	3,150
			<b>Sacramento</b> .....	56	3,168
			STOCKTON.....	46	3,216
			<b>San Francisco</b> .....	0	3,308

# ACROSS THE CONTINENT.

## CONDENSED TABLES.

### No. 1.

FROM.	TO.	RAILROADS.	MILES.
<b>Baltimore</b> to <b>Parkersburg</b> , W. Vir., <i>via</i> Balt. & Ohio Railroad.			383
PARKERSBURG to CINCINNATI, O., <i>via</i> Marietta & Cincinnati Railroad....			205
CINCINNATI to ST. LOUIS, Mo., <i>via</i> Ohio & Mississippi Railroad.....			340
ST. LOUIS to KANSAS CITY, Mo., <i>via</i> Pacific Railroad of Missouri.....			283
KANSAS CITY or STATE LINE to DENVER, Col., <i>via</i> Kansas Pacific R. R.			638
DENVER to CHEYENNE, Wyoming Ter., <i>via</i> Denver & Pacific Railroad...			106
CHEYENNE to OGDEN, Utah, <i>via</i> Union Pacific Railroad.....			516
OGDEN to SAN FRANCISCO, <i>via</i> Central Pacific Railroad.....			881
Total Miles.....			<b>3,352</b>

WASHINGTON to SAN FRANCISCO, *via* same Route..... **3,374** Miles.

### No. 2.

FROM.	TO.	RAILROADS.	MILES.
<b>Baltimore</b> to <b>Bellaire</b> , O., <i>via</i> Baltimore & Ohio Railroad.....			375
BELLAIRE to COLUMBUS, <i>via</i> Central Ohio Division .....			137
COLUMBUS to INDIANAPOLIS, <i>via</i> Columbus & Indiana Central R. R.....			182
INDIANAPOLIS to ST. LOUIS, <i>via</i> St. Louis, Van., T. H. & Ind. Railroad...			239
ST. LOUIS to KANSAS CITY, <i>via</i> North Missouri Railroad.....			272
KANSAS CITY or STATE LINE to DENVER, <i>via</i> Kansas Pacific Railroad...			638
DENVER to CHEYENNE, <i>via</i> Denver & Pacific Railroad.....			106
CHEYENNE to SAN FRANCISCO, <i>via</i> Union Pacific & Central Railroad....			1,397
Total Miles.....			<b>3,346</b>

### No. 3.

FROM.	TO.	RAILROADS.	MILES.
<b>Baltimore</b> to <b>Harrisburg</b> , Pa., <i>via</i> , Northern Central R. R.....			85
HARRISBURG to PITTSBURGH, <i>via</i> Pennsylvania Central Railroad.....			249
PITTSBURGH to INDIANAPOLIS, <i>via</i> Crestline, Ohio.....			396
INDIANAPOLIS to ST. LOUIS, <i>via</i> Indianapolis & St. Louis Railroad.....			262
ST. LOUIS to KANSAS CITY, <i>via</i> North Missouri Railroad.....			272
KANSAS CITY to DENVER, <i>via</i> Kansas Pacific Railroad.....			638
DENVER to CHEYENNE, Wyoming Ter., <i>via</i> Denver & Pacific Railroad....			106
CHEYENNE to SAN FRANCISCO, <i>via</i> Union & Central Pacific Railroads...			1,397
Total Miles.....			<b>3,405</b>

## No. 4.

FROM.	TO.	RAILROADS.	MILES.
<b>Baltimore</b> to <b>Pittsburgh</b> , via Northern & Penn. Central R. R.			334
PITTSBURGH	to CHICAGO, via Pittsburgh, F. W. & Chicago Railroad.....		468
CHICAGO	to OMAHA, via Chicago, Rock Island & Pacific Railroad.....		494
OMAHA	to OGDEN, Utah, via Union Pacific Railroad.....		1,032
OGDEN	to SACRAMENTO, via Central Pacific Railroad.....		743
SACRAMENTO	to SAN FRANCISCO, via Western Pacific Railroad.....		138
Total Miles.....			<b>3,209</b>
WASHINGTON	to SAN FRANCISCO, via same Route.....		<b>3,219</b> Miles.

## No. 5.

FROM.	TO.	RAILROADS.	MILES.
<b>Philadelphia</b> to <b>Pittsburgh</b> , via Penn. Central Railroad.....			354
PITTSBURGH	to CHICAGO, Ill., via Pittsburgh, F. W. & Chicago R. R.....		468
CHICAGO	to DAVENPORT, Iowa, via Chicago, R. I. & Pacific Railroad....		183
DAVENPORT	to OMAHA, Neb., via " " " " ....		311
OMAHA	to OGDEN, Utah, via Union Pacific Railroad.....		1,032
OGDEN	to SAN FRANCISCO, via Central Pacific Railroad.....		881
Total Miles.....			<b>3,229</b>
NEW YORK	to SAN FRANCISCO, via same Route.....		<b>3,317</b> Miles.

## No. 6.

FROM.	TO.	RAILROADS.	MILES.
<b>Philadelphia</b> to <b>Pittsburgh</b> , via Penn. Central Railroad.....			354
PITTSBURGH	to INDIANAPOLIS, via Columbus, Ohio.....		381
INDIANAPOLIS	to ST. LOUIS, via Indianapolis & St. Louis Railroad.....		262
ST. LOUIS	to KANSAS CITY, via North Missouri Railroad.....		272
KANSAS CITY	to DENVER, Col., via Kansas Pacific Railroad.....		638
DENVER	to CHEYENNE, Wyoming Ter., via Denver & Pacific Railroad...		106
CHEYENNE	to OGDEN, Utah, via Union Pacific Railroad.....		516
OGDEN	to SAN FRANCISCO, via Central Pacific Railroad.....		881
Total Miles.....			<b>3,410</b>

## No. 7

FROM.	TO.	RAILROADS.	MILES.
<b>Philadelphia</b> to <b>Pittsburgh</b> , via Penn. Central Railroad.....			354
PITTSBURGH	to COLUMBUS, Ohio, via Pan Handle Route.....		193
COLUMBUS	to INDIANAPOLIS, " " " " .....		188
INDIANAPOLIS	to PEORIA, Ill., via Ind., Bloom. & Western Railroad.....		212
PEORIA	to BURLINGTON, Iowa, via Chicago, Quincy & Bur. Railroad....		96
BURLINGTON	to OMAHA, Neb., via Burlington & M. River Railroad.....		293
OMAHA	to OGDEN, Utah, via Union Pacific Railroad.....		1,032
OGDEN	to SAN FRANCISCO, via Central Pacific Railroad.....		881
Total Miles.....			<b>3,249</b>

## No. 8.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Pittsburgh</b> , via Allentown Route & Penn. R. R.....			432
PITTSBURGH to CHICAGO, via Pittsburgh, F. W. & Chicago Railroad.....			468
CHICAGO to BURLINGTON, Iowa, via C. B. & Q. Railroad.....			207
BURLINGTON to OMAHA, Neb., via Bur. & Missouri River Railroad.....			293
OMAHA to OGDEN, Utah, via Union Pacific Railroad.....			1,032
OGDEN to SAN FRANCISCO, via Central Pacific Railroad.....			881
<b>Total Miles.....</b>			<b>3,313</b>

## No. 9.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Harrisburg</b> , Pa., via Allentown Route.....			182
HARRISBURG to PITTSBURGH, via Pennsylvania Central Railroad.....			249
PITTSBURGH to CHICAGO, via Fort Wayne Route.....			468
CHICAGO to DAVENPORT, Iowa, via Chicago, Rock Is. & Pacific R. R....			183
DAVENPORT to OMAHA, Neb., " " " " "			310
OMAHA to OGDEN, Utah, via Union Pacific Railroad.....			1,032
OGDEN to SAN FRANCISCO, via Central Pacific Railroad.....			881
<b>Total Miles.....</b>			<b>3,306</b>

BOSTON to SAN FRANCISCO, via same Route..... **3,540 Miles.**

## No. 10.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Cleveland</b> , Ohio, via Erie Railroad.....			605
CLEVELAND to CHICAGO, via L. S. & Michigan Southern Railroad.....			357
CHICAGO to OMAHA, via Chicago, Rock Island & Pacific Railroad.....			493
OMAHA to OGDEN, via Union Pacific Railroad.....			1,032
OGDEN to SAN FRANCISCO, via Central Pacific Railroad.....			881
<b>Total Miles.....</b>			<b>3,388</b>

## No. 11.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Albany</b> , N. Y., via Hudson River Railroad.....			145
ALBANY to SUSPENSION BRIDGE, via New York Central Railroad.....			304
SUSPENSION BRIDGE to DETROIT, via Great Western Railroad.....			230
DETROIT to CHICAGO, via Michigan Central Railroad.....			284
CHICAGO to OMAHA, via Chicago & Northwestern Railroad.....			491
OMAHA to SAN FRANCISCO, via Union Pacific & Central Pacific R. R....			1,913
<b>Total Miles.....</b>			<b>3,867</b>

## No. 12.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Buffalo</b> , via Erie Railway.....			423
BUFFALO to TOLEDO, via Lake Shore & Michigan Southern Railroad.....			296
TOLEDO to CHICAGO, via Southern Michigan Railroad.....			244
CHICAGO to OMAHA, via Chicago, Rock Island & Pacific Railroad.....			493
OMAHA to OGDEN, Utah.....			1,032
OGDEN to SAN FRANCISCO.....			881
Total Miles.....			<b>3,369</b>

## No. 13.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Buffalo</b> , via Erie Railway.....			423
BUFFALO to TOLEDO, Ohio, via Lake Shore Railroad.....			296
TOLEDO to ST. LOUIS, via Toledo, Wabash & Western Railroad.....			432
ST. LOUIS to KANSAS CITY, Mo., via North Missouri Railroad.....			272
KANSAS CITY to DENVER, Col., via Kansas Pacific Railroad.....			638
DENVER to CHEYENNE, Wyoming Ter., via Denver Pacific.....			106
CHEYENNE to OGDEN, Utah, via Union Pacific.....			516
OGDEN to SAN FRANCISCO, Cal., via Central Pacific.....			881
Total Miles.....			<b>3,464</b>

## No. 14.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Cleveland</b> , via Erie Railway.....			605
CLEVELAND to TOLEDO, via Lake Shore Railroad.....			113
TOLEDO to HANNIBAL, via Toledo, Wabash & Western Railroad.....			464
HANNIBAL to MOBERLY, via Hannibal & Moberly R. R. (New Road)...			70
MOBERLY to KANSAS CITY, via North Missouri Railroad.....			126
KANSAS CITY to DENVER, via Kansas Pacific.....			638
DENVER to CHEYENNE, via Denver & Pacific.....			106
CHEYENNE to OGDEN, via Union Pacific.....			516
OGDEN to SAN FRANCISCO, via Central Pacific.....			881
Total Miles.....			<b>3,519</b>

## No. 15.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Cleveland</b> , Ohio, via Erie Railroad.....			605
CLEVELAND to TOLEDO, via Lake Shore Railroad.....			113
TOLEDO to QUINCY, Ill., via Toledo, Wabash & Western Railroad.....			476
QUINCY to KANSAS CITY, via Hannibal & St. Joseph Railroad.....			226
KANSAS CITY to DENVER, Col., via Kansas Pacific.....			638
DENVER to CHEYENNE, Wyoming Ter., via Denver Pacific.....			106
CHEYENNE to OGDEN, Utah, via Union Pacific.....			516
OGDEN to SAN FRANCISCO, Cal., via Central Pacific.....			881
Total Miles.....			<b>3,561</b>

## No 16.

FROM.	TO.	RAILROADS.	MILES.
<b>Boston</b> to <b>Albany</b> , New York, via Boston & Albany Railroad.....			200
ALBANY to SUSPENSION BRIDGE, Can., via N. York Central Railroad...			304
SUSPENSION BRIDGE to DETROIT, Mich., via Great Western Railroad....			230
DETROIT to CHICAGO, via Michigan Central Railroad.....			284
CHICAGO to OMAHA, via Chicago & N. W. Railroad.....			491
OMAHA to OGDEN, via Union Pacific.....			1,032
OGDEN to SAN FRANCISCO, via Central Pacific.....			881
Total Miles.....			<b>3,422</b>

## No 17.

FROM.	TO.	RAILROADS.	MILES.
<b>Boston</b> to <b>Buffalo</b> , via Albany, New York.....			498
BUFFALO to TOLEDO, via Cleveland, Ohio.....			296
TOLEDO to CHICAGO, via Michigan Southern Railroad.....			244
CHICAGO to OMAHA, Neb., via Chicago Rock Is. & Pacific Railroad.....			496
OMAHA to OGDEN, Utah, via Union Pacific.....			1,032
OGDEN to SAN FRANCISCO, via Central Pacific.....			881
Total Miles.....			<b>3,417</b>

## No 18.

FROM.	TO.	RAILROADS.	MILES.
<b>Boston</b> to <b>Albany</b> , via Springfield, Massachusetts.....			200
ALBANY to DETROIT, via Suspension Bridge.....			534
DETROIT to CHICAGO.....			284
CHICAGO to ST. PAUL, via Prairie du Chien.....			448
ST. PAUL to GEORGETOWN, Minnesota, (Red River of the North).....			260
GEORGETOWN to MISSOURI RIVER, Dakota.....			252
MISSOURI RIVER to CADOTT'S PASS, Montana.....			630
CADOTT'S PASS to COLUMBIA RIVER, Idaho.....			440
COLUMBIA RIVER to SEATTLE, Puget Sound.....			220
Total Miles.....			<b>3,268</b>

## No 19.

**NEW YORK** to **ST. LOUIS**, via Great Broad Gauge Route, Erie, Atlantic and Great Western Railway.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Salamanca</b> , via Erie Railway.....			413
SALAMANCA to CINCINNATI, via Erie Railway.....			447
CINCINNATI to ST. LOUIS, via Ohio & Mississippi Railroad.....			340
Total Miles.....			<b>1,200</b>

## No. 20.

## NORTHERN PACIFIC RAILROAD ROUTE.

FROM.	TO.	RAILROADS.	MILES.
<b>New York</b> to <b>Chicago</b> , via Pittsburgh, Pa.....			900
CHICAGO to ST. PAUL, via Prairie du Chien.....			448
ST. PAUL to GEORGETOWN, on the Red R. of the N., via S. P. & P. R. R.			260
GEORGETOWN to MISSOURI RIVER, via Northern Pacific.....			252
MISSOURI RIVER to BIG HORN RIVER, Montana.....			340
BIG HORN RIVER to CADOTT'S PASS, Montana.....			290
CADOTT'S PASS to SPOKANE RIVER, Idaho.....			290
SPOKANE RIVER to COLUMBIA RIVER, Idaho.....			150
COLUMBIA RIVER to <b>Seattle</b> , Puget Sound.....			220
Total Miles.....			<b>3,150</b>

## No. 21.

## LAKE SUPERIOR TO PUGET SOUND, via Northern Pacific R. R.

FROM.	TO.	ALTITUDE.	MILES.
<b>Duluth</b> (L. S.) to Red River of the North .....	985 feet		<b>232</b>
" To MISSOURI RIVER, Dakota.....	1,800 "	253	<b>485</b>
" To CADOTT'S PASS, Montana.....	6,167 "	730	<b>1,115</b>
" To COLUMBIA RIVER, Idaho.....	330 "	440	<b>1,555</b>
" To SNOQUALMIE PASS, Washington Ter....	3,030 "	139	<b>1,694</b>
" To <b>Seattle</b> , Puget Sound .....	0 "	81	<b>1,775</b>

**Portland Branch**, Missouri River to Portland, Or....**1,100** Miles.**Puget Sound Branch**, Portland Or. to Puget Sound.. **140** "

## No. 22.

## PORTLAND to CHICAGO, via Montreal and Toronto.

FROM.	TO.	RAILROADS.	MILES.
<b>Portland</b> to <b>Montreal</b> , Canada, via Grand Trunk Railway.....			297
MONTRÉAL to TORONTO, " " " " .....			333
TORONTO to DETROIT, Michigan, " " " " .....			231
DETROIT to CHICAGO, Ill., via Michigan Central Railroad.....			284
Total Miles.....			<b>1,145</b>
QUEBEC to CHICAGO, by same Route.....			<b>1,020</b> Miles.

WASHINGTON TO NEW YORK, BOSTON, AND PORTLAND, Me.,  
Via MOST DIRECT ROUTE.

*Baltimore & Ohio Railroad.*

MILES.	STATIONS.	MILES.
40	<b>WASHINGTON, D.C.</b>	0
34	Bladensburg, Md.	6
32	Paint Branch	2 8
28	Beltsville	4 12
25	White Oak Bottom	3 15
23	Laurel	2 17
21	Savage	2 19
20	ANNAPOLIS JUNCTION	1 20
17	Jessup's	3 23
15	Dorsey's	2 25
13	Hanover	2 27
10	Elk Ridge	3 30
9	RELAY HOUSE	1 31
4	Camden Junction	5 36
0	<b>BALTIMORE</b>	4 40

 Connects at Baltimore with the Northern Central Railway.

*Philadelphia, Wilmington & Baltimore Railroad.*

98	<b>BALTIMORE</b>	40
89	Stemmer's Run	9 49
83	Chase's	6 55
79	Magnolia	4 59
77	Edgewood	2 61
74	Bush River	3 64
71	Perryman's	3 67
67	Aberdeen	4 71
64	Oakington	3 74
62	HAVRE DE GRACE	2 76

(Susquehanna River.)

61	PERRYVILLE	1 77
58	Principio	3 80
55	Charlestown	3 83
52	North-East	3 86
46	EKTON	6 92
40	Newark	6 98
34	Stanton	6 104
32	Newport	2 106

\* Dining Stations.

MILES.	STATIONS.	MILES.
30	New Castle Junction	2 108
28	<b>Wilmington</b> , Del.	2 110
26	Ellerslie	2 112
23	Bellevue	3 115
22	Holly Oak	1 116
20	Claymont	2 118
18	Linwood	2 120
16	Thurlow	2 122
15	LAMOKIN	1 123
14	Chester	1 124
11	Lazaretto	3 127
2	Grav's Ferry	9 136
0	<b>PHILADELPHIA</b>	2 138

 Connects at Philadelphia with the Pennsylvania Central Railroad.

*New York and Philadelphia Railway Line.*

90	<b>West Philadelphia</b>	138
80	Mantua Junction	1 139
81	Frankford	8 147
79	Tacony	2 149
67	Bristol	12 161
64	Tullytown	3 164
58	Morrisville	6 170
	(Delaware River.)	
57	<b>TRENTON, N. J.</b>	1 171
47	Princeton Junction	10 181
46	Plainsboro'	1 182
41	Monmouth Junction	5 187
32	<b>New Brunswick</b>	9 196
27	Metuchin	5 201
23	Uniontown	4 205
20	Rahway	3 208
15	ELIZABETH	5 213
9	<b>Newark</b>	6 219
1	<b>Jersey City</b>	8 227
	(Hudson River.)	
0	<b>NEW YORK</b>	1 223

**N. York & N. Haven & Hartford & Springfield R. R.**

MILES.	STATIONS.	MILES.
236	<b>NEW YORK</b> .....	228
234	27th Street and 4th Av. ....	2 230
228	Harlem .....	6 236
222	WILLIAMS' BRIDGE.....	6 242
219	Mount Vernon.....	3 245
216	New Rochelle.....	3 248
212	Mamaroneck .....	4 252
209	Rye .....	3 255
207	PORT CHESTER.....	2 257
204	Greenwich, Conn.....	3 260
199	STAMFORD.....	5 265
195	Darien.....	4 269
191	<b>Norwalk</b> .....	4 273
188	Westport.....	3 276
184	Southport.....	4 280
182	Fairfield .....	2 282
177	<b>Bridgeport</b> .....	5 287
174	Stratford.....	3 290
172	Naugatuck Junction.....	2 292
169	Milford.....	3 295
160	<b>NEW HAVEN</b> .....	9 304

☞ Connects with *New Haven, New London and Stonington Railroad.*

154	North Haven.....	6 310
148	Wallingford .....	6 316
142	Meriden .....	6 322
135	BERLIN.....	7 329
124	<b>HARTFORD</b> .....	11 340
118	Windsor .....	6 346
112	Windsor Locks.....	6 352
110	Warehouse Point.....	2 354
107	Thompsonville.....	3 357
102	Long Meadow .....	5 362
98	<b>SPRINGFIELD</b> *. ....	4 366

**Boston & Albany Railroad.**

98	<b>SPRINGFIELD</b> ..	366
92	Indian Orchard.....	6 372
89	Wilbraham.....	3 375
83	PALMER.....	4 381
79	Brimfield.....	4 385

\* Dining Stations.

MILES.	STATIONS.	MILES.
73	Warren.....	6 391
69	WEST BROOKFIELD .....	4 395
67	Brookfield.....	2 397
57	Charlton .....	10 407
53	Rochdale .....	4 411
44	<b>Worcester</b> .....	9 420
38	Grafton .....	6 426
32	Westboro' .....	6 432
28	Southville .....	4 436
24	Ashland .....	4 440
21	SOUTH FRAMINGHAM ..	3 443
5	Brighton .....	16 459
0	<b>BOSTON</b> .....	5 464

☞ Connects with *Eastern Railroad of Massachusetts*, forming a through line of travel to Portland, Me.

**Boston & Maine Railroad.**

112	<b>BOSTON</b> .....	464
108	Medford Junction.....	4 468
107	Malden .....	1 469
105	Melrose .....	2 471
100	Reading .....	5 476
91	Ballardville .....	9 485
89	Andover .....	2 487
86	SOUTH LAWRENCE .....	3 490
85	NORTH LAWRENCE .....	1 491
84	North Andover .....	1 492
80	Bradford .....	4 496
79	HAVERHILL .....	1 497
75	Atkinsou .....	4 501
71	Newton .....	4 505
62	EXETER .....	9 514
55	New Market .....	7 521
50	Durham .....	5 526
44	<b>Dover, N. H.</b> .....	6 532
41	Rollinsford .....	3 535
38	SOUTH BERWICK .....	3 538
34	North Berwick .....	4 542
23	Kennebunk .....	11 553
15	Biddeford .....	8 561
13	SACO .....	2 563
6	Searsborough .....	7 570
0	<b>PORTLAND</b> .....	6 576

FROM WASHINGTON AND BALTIMORE TO CINCINNATI  
AND ST. LOUIS.

*Baltimore & Ohio Railroad.*

MILES.	STATIONS.	MILES.
405	<b>WASHINGTON</b> ... 0	0
384	Annapolis Junction....	21
374	RELAY HOUSE.....	10
383	<b>BALTIMORE</b> .....	0
374	Washington Junction....	9
368	ELLICOTT CITY.....	6
363	Elysville.....	5
356	Mariottsville.....	7
351	Sykesville.....	5
340	Mount Airy.....	11
333	Monrovia.....	6
325	Frederick Junction.....	8

**Frederick** (Br. R. R.) 4 62

319	Adamstown .....	6	64
314	Point of Rocks.....	5	69
304	Hagerstown Junction....	10	79
303	Sandy Hook.....	1	80
302	<b>Harper's Ferry</b> ... 1	81	

Connects with *Winchester and Potomac Railroad.*

296	Duffield's .....	6	87
291	Kearneysville.....	5	92
283	MARTINSBURG*.....	8	100
270	Cherry Run.....	13	113
261	Hancock, Md.....	9	122
255	Sir John's Run.....	6	228
250	Willett's Run.....	5	133
226	Little Cacapon.....	24	157
213	Patterson's Creek.....	13	170
205	<b>Cumberland</b> *.....	8	178

Connects with *Pittsburgh and Connellsburg Railroad.*

MILES.	STATIONS.	MILES.	
198	Brady's Mill.....	7	185
182	New Creek.....	16	201
177	PIEDMONT .....	5	206
175	Bloomington .....	2	208
169	Frankville .....	6	214
163	Swanton .....	6	220
160	ALTAMONT.....	3	223
157	Deer Park.....	3	226
151	<b>Oakland</b> .....	6	232
141	Cranberry Summit.....	10	242
130	Rowlesburg.....	11	253
123	Tunnelton.....	7	260
117	Newburg.....	6	266
110	Thornton.....	7	273
104	<b>Grafton</b> *.....	6	279

(To **Wheeling**, 100 Miles.)

**PARKERSBURG DIVISION.**

100	Webster.....	4	283
94	Flemington .....	6	289
87	Bridgeport.....	7	296
82	CLARKSBURG.....	5	301
78	Wilsenburg.....	4	305
68	Salem .....	10	315
58	Smithton.....	10	325
54	WEST UNION.....	4	329
42	Pennsboro.....	12	341
37	Ellenboro.....	5	346
32	Cornwallis .....	5	351
29	Cairo.....	3	354
22	Petroleum .....	7	361
20	L. F. Junction.....	2	363
15	Walker's.....	5	368
10	Kanawha.....	5	373
7	Claysville .....	3	376
0	<b>Parkersburg</b> .....	7	383

(Ohio River.)

NOTE.—Twenty-two miles further from Washington, D. C., from all the Stations after leaving the Relay House.

\* Dining Stations.

**Marietta and Cincinnati Railroad.**

MILES.	STATIONS.	MILES.
205	<b>Belpre</b> , Ohio.....	0 383

<b>MARIETTA</b> .....12 395		
196	Scott's Landing.....	9 392
186	Vincent's.....	10 402
179	Cutler.....	7 409
170	New England.....	9 418
166	Warren's.....	4 422
160	<b>Athens</b> .....	6 428
153	Marshfield.....	7 435
140	Zaleski.....	13 448
129	HAMDEN.....	11 459
118	Raysville.....	12 470
111	Londonderry.....	7 477
106	Schooley's.....	5 482
99	<b>Chillicothe*</b> .....	7 489
86	Frankfort.....	13 502
75	Greenfield.....	11 513
69	Monroe.....	6 519
63	Lexington.....	6 525
58	Vienna.....	5 530
51	Martinsville.....	7 537
42	BLANCHESTER.....	9 546
32	Spence's.....	10 556
26	LOVELAND.....	6 562
21	Montgomery.....	5 567
25	Madisonville.....	6 573
8	C. H. and D. Junction...	7 580
0	<b>CINCINNATI</b> .....	8 588

**Ohio & Mississippi Railroad.**

340	<b>CINCINNATI</b> .....	0 588
331	Delhi.....	9 597
327	North Bend.....	4 601
320	<b>Lawrenceburg</b> I'd. ....	7 608

Junction Indianapolis and Cincinnati Railroad.

316	AURORA.....	4 612
314	Cochran.....	2 614

\* Dining Stations.

MILES.	STATIONS.	MILES.
298	Milan .....	16 630
288	Osgood .....	10 640
278	Nebraska.....	10 650
267	NORTH VERNON .....	11 661

**LOUISVILLE DIVISION.**

N. VERNON to LOUISVILLE, 53 Miles.

253	<b>Seymour</b> .....	14 675
	Junction Jeff. Mad. and Ind. R. R.	
234	Medora.....	29 694
213	MITCHELL.....	21 715

Junction Louisville, New Albany and Chicago Railroad.

201	Huron .....	12 727
182	Loogootee.....	19 746
167	Washington .....	15 761
148	<b>Vincennes</b> .....	19 780

Junction Evansville and Crawfordsville Railroad.

139	Lawrenceville.....	9 789
127	Hadley.....	12 801
117	Olney.....	10 811
102	Clay City.....	15 826
86	Xenia .....	17 843
64	<b>Odin</b> .....	21 864

Crossing Chicago Branch Illinois Central Railroad.

60	<b>Sandoval</b> .....	4 868
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Junction Illinois Central Railroad.

30	Trenton.....	30 898
1	<b>East St. Louis</b> .....	29 927
0	<b>ST. LOUIS</b> .....	1 928

 Connects with the Atlantic and Pacific, Missouri Pacific, and North Missouri Railroads; also, with Steamers running on the Lower and Upper Mississippi, to New Orleans, St. Paul, &c.

## ST. LOUIS TO KANSAS CITY, TOPEKA, DENVER, &amp;c.

## Missouri Pacific Railway.

MILES.	STATIONS.	MILES.
330	<b>ST. LOUIS</b> .....	0
325	Cheltenham.....	5
222	Laclede.....	3 8
320	Webster.....	2 10
316	Kirkwood.....	4 14
314	Barrett's.....	3 16
311	MERAMEC .....	3 19
304	Glencoe.....	7 26
300	Eureka.....	4 30
293	<b>Franklin</b> *.....	7 37

Junction Atlantic and Pacific Railway.

285	Labadie .....	8 45
282	Augusta.....	3 48
278	South Point.....	4 52
275	Washington.....	3 55
268	Newport .....	7 62
263	Miller's Landing.....	5 67
260	Etlah .....	3 70
255	Berger.....	5 75
249	HERMANN.....	6 81
242	Gasconade.....	7 88
237	Morrison.....	5 93
230	Chamois .....	7 100
225	St. Aubert.....	5 105
218	Bonnot's Mill .....	7 112
213	Osage.....	5 117
205	<b>Jefferson City</b> .....	8 125
198	Scott.....	7 132
196	Elston.....	2 134
190	Centretown.....	6 140
180	California.....	10 150
174	Moniteau.....	6 156
168	TIPTON.....	6 162
162	Syracuse.....	6 168
155	Otterville .....	7 175
149	Smithton.....	6 181
141	<b>Sedalia</b> *.....	8 189
135	Dresden.....	6 195
123	Knobnoster.....	12 207
112	WARRENSBURG.....	11 218

\* Dining Stations.

MILES.	STATIONS.	MILES.
105	Centrevue .....	7 225
98	Holden .....	7 232
93	Kingsville .....	5 237
82	PLEASANT HILL.....	11 248
76	Greenwood .....	6 254
65	Little Blue.....	11 265
58	<b>Independence</b> .....	7 272
48	<b>KANSAS CITY</b> .....	10 282

Junction Kansas City, St. Joseph and Council Bluffs Railroad.

46	<b>State Line</b> *.....	2 284
		Junction Kansas Pacific Railroad.

44	<b>Wyandotte</b> .....	2 286
35	Pomeroy.....	9 295
29	Redmond.....	6 301
21	<b>Leavenworth</b> .....	8 309
18	Fort Leavenworth.....	3 312
14	Kickapoo.....	4 316
4	Sumner.....	10 326
0	<b>ATCHISON</b> , Kan...	4 330

At Atchison connects with Central Branch Union Pacific Railroad, running towards Fort Kearny.

## Kansas Pacific Railway.

	<b>KANSAS CITY</b> .....	282
638	<b>Missouri S. Line</b> ..	2 284
637	Armstrong .....	1 285
630	Muney .....	7 292
625	Edwardsville.....	5 297
622	Tiblow .....	3 300
616	Lenape .....	6 306
607	Fall Leaf .....	9 315
602	L. & L. Junction.....	5 320
	(To <b>Leavenworth</b> , 34 Miles.)	
600	<b>Lawrence</b> .....	2 322
	Junc. Lawrence and Galveston R. R.	
590	Williamsville.....	10 332
587	Perryville.....	3 335

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.		
586	Medina.....	1	336	316	Park's Fort.....	10	606
583	Newman.....	3	339	298	Coyote.....	18	624
578	Grantville.....	5	344	286	Buffalo.....	12	636
571	<b>TOPEKA</b> .....	7	351	274	Grimmell.....	12	648
561	Silver Lake.....	10	361	262	Carlyle.....	12	660
555	Rossville.....	6	367	252	Monument.....	10	670
548	St. Mary's.....	7	374	240	Gopher.....	12	682
534	WAMEGO*.....	14	388	233	Sheridan.....	7	689
528	St. George.....	6	394	218	WALLACE.....	15	704
520	MANHATTAN.....	8	402	209	Eagle Tail.....	9	713
509	Ogden.....	11	413	201	Monotony.....	8	721
503	Fort Riley.....	6	419	186	Arrapaho.....	15	736
500	<b>Junction City</b> .....	3	422	176	Cheyenne Wells.....	10	746
June. Missouri, Kansas & Texas R. R.							
488	Chapman's Creek.....	12	434	166	First View.....	10	756
481	Detroit.....	7	441	151	<b>Kit Carson</b> .....	15	771
476	Abilene.....	5	446	139	Wild Horse.....	12	783
467	Solomon.....	9	455	127	Aroya.....	12	795
453	SALINA*.....	14	469	115	Mirage.....	12	807
444	Bavaria.....	9	478	104	HUGO.....	11	818
438	BROCKVILLE.....	6	484	<b>DENVER DIVISION.</b>			
SMOKY HILL DIVISION.							
433	Rock Spring.....	5	489	91	Lake.....	13	831
420	Fort Harker.....	13	502	76	Cedar Point.....	15	846
415	<b>Ellsworth</b> .....	5	507	72	Godfrey.....	4	850
408	Black Wolf.....	7	514	66	Agate.....	6	856
399	Wilson's Creek.....	9	523	55	Deer Trail.....	11	867
386	Bunker Hill.....	13	536	43	Bijou.....	12	879
364	Walker's.....	22	558	30	KIOWA.....	13	892
350	HAYS.....	14	572	21	Box Elder.....	9	901
336	ELLIS*.....	14	586	9	Schuyler.....	12	913
326	Ogallah.....	10	596	2	Denver Pacific Junction.	7	920
* Connects with the <i>Denver Pacific Railroad</i> .							

**Stages** run from DENVER to all points in Colorado and New Mexico.

**DENVER to CHEYENNE, via DENVER and PACIFIC RAILWAY.**

106	<b>DENVER</b> , Col.....	0	39	Pierce.....	15	67	
104	Outer Depot.....	2	20	Carr.....	9	86	
89	Hughes.....	15	17	10	Summit Siding.....	10	96
74	Johnson.....	15	32	0	<b>CHEYENNE</b> , W.T.	10	106
58	Evans.....	16	48	Junction <i>Union Pacific Railway</i> .			
54	GREELEY.....	4	52				

BALTIMORE TO WHEELING, COLUMBUS, INDIANAPOLIS,  
ST. LOUIS AND KANSAS CITY.

*Baltimore & Ohio Railroad.*

MILES.	STATIONS.	MILES.
379	<b>BALTIMORE</b> .....	0
370	Washington Junction.....	9
364	Ellicott City.....	6 15
321	Frederick Junction.....	43 58
	(To FREDERICK, 4 Miles)	
298	<b>Harper's Ferry</b> .....	23 81
279	MARTINSBURG*.....	19 100
256	Hancock, Md.....	23 123
201	<b>Cumberland</b> *.....	55 178
173	PREDMONT.....	28 206
147	Oakland.....	26 232
100	<b>Grafton</b> *.....	47 279
98	Fetterman.....	2 281
85	Texas.....	13 294
82	Benton's Ferry.....	3 297
77	FAIRMONT.....	5 302
67	Farmington.....	10 312
60	Mannington.....	7 319
42	Littleton.....	18 337
35	Bellton.....	7 344
28	Cameron.....	7 351
11	Moundsville.....	17 368
4	BENWOOD.....	7 375
0	<b>WHEELING</b> .....	4 379

(Ohio River.)

*CENTRAL OHIO DIVISION.*

137	<b>Benwood</b> .....	0
	BELLAIRE,* Ohio.....	375
128	Glencoe.....	9 384
125	Warnock.....	3 387
119	Belmont.....	6 393
110	Barnesville.....	9 402
102	Millwood.....	8 410
100	Salesville.....	2 412
93	Campbell's.....	7 419
85	CAMBRIDGE.....	8 427
76	Concord.....	9 436
73	Norwich.....	3 439
66	Sonora.....	7 446

\* Dining Stations.

MILES.	STATIONS.	MILES.
59	<b>Zanesville</b> *.....	7 453
50	Pleasant Valley.....	9 462
41	Black Hand.....	6 468
33	<b>Newark</b> .....	11 479
27	Union.....	6 485
22	Kirkersville.....	5 490
16	Columbia.....	6 496
10	Black Lick.....	6 502
0	<b>COLUMBUS</b> .....	10 512

*LAKE ERIE DIVISION.*

116	<b>Newark</b> .....	479
107	Louisville.....	9 488
102	Utica.....	5 493
91	<b>Mt. Vernon</b> .....	11 504
84	Frederick.....	7 511
74	Independence.....	10 521
68	Belleville.....	6 527
63	Lexington.....	5 532
54	<b>Mansfield</b> .....	9 541
42	Shelby Junction.....	12 553
34	Plymouth.....	8 561
23	Havana.....	11 572
19	Pontiac.....	4 576
15	MONROEVILLE.....	4 580
8	Prout's.....	7 587
0	<b>Sandusky</b> , (L. Erie). 8	595

*Columbus & Indiana Central*

*Railway.*

188	<b>COLUMBUS</b> .....	512
178	Hilliard's.....	10 522
170	Pleasant Valley.....	8 530
160	Milford.....	10 540
141	<b>Urbana</b> .....	19 559
130	St. Paris.....	11 570
115	PIQUA.....	15 585
105	Bradford Junction.....	10 595
94	Greenville.....	11 606
83	New Madison.....	11 617

MILES.	STATIONS.	MILES.	STATIONS.	MILES.
68	<b>Richmond</b> .....15	632	182 BRAZIL.....4	757
53	Cambridge City.....15	647	180 Newburg.....2	759
44	Lewisville.....9	656	178 Staunton.....2	761
34	Knightstown.....10	666	176 Cloverland.....2	763
21	Greenfield.....13	679	174 Seeleyville.....2	765
11	Cumberland.....10	689	166 <b>Terre Haute</b> .....8	773
0	<b>INDIANAPOLIS</b> .....11	700	156 Woodville.....10	783
	☞ Connects with Railroads running to <i>Chicago, Cincinnati, Louisville, &amp;c.</i>		149 Marshall.....7	790
			138 Martinsville.....11	891
			131 Casey.....7	808
			123 Greenup.....8	816
			117 Pleasantville.....6	822
			103 Teutopolis.....14	836
239	<b>INDIANAPOLIS</b> .....700	99	EFFINGHAM*.....4	840
230	Bridgeport.....9	709	95 Funkhouser.....4	844
225	Plainfield.....5	714	82 St. Elmo.....13	857
222	Cartersburg.....3	717	76 Brownstown.....6	863
221	Belleville.....1	718	68 <b>Vandalia</b> *.....8	871
229	Clayton.....2	720	64 Hagerstown.....4	875
214	Arno.....5	735	58 Mulberry Grove.....6	881
211	Coatsville.....3	728	50 Greenville.....8	889
207	Fillmore.....4	732	40 Pocahontas.....10	899
201	<b>Greencastle</b> .....6	738	36 Oakdale.....4	905
199	Junction.....2	740	31 Highland.....5	908
195	Hamrick's.....4	744	18 Troy.....13	921
192	Reelsville.....3	747	12 Collinsville.....6	927
139	Eagle's.....3	750	1 <b>East St. Louis</b> .....11	938
185	Harmony.....3	753	0 <b>ST. LOUIS</b> .....1	939

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**ST. LOUIS to KANSAS CITY, via NORTH MISSOURI R. R.**


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WESTERN DIVISION.				
272	<b>ST. LOUIS</b> .....0	105	Salisbury.....21	167
267	Bellefontaine.....5	86	<b>Brunswick</b> .....19	186
257	Bridgton.....10	15	76 Miami.....10	196
251	<b>St. Charles</b> .....6	63	Carrollton.....13	209
238	O'Fallon.....13	46	Hardin.....17	226
223	Millville.....15	40	R & L JUNCTION.....6	232
214	WARRENTON.....9	17	Missouri City.....23	255
204	Jonesburg.....10	9	N. Missouri Junction....8	263
195	New Florence.....9	1	HARLEM.....8	271
189	MONTGOMERY.....6	0	<b>KANSAS CITY</b> ....1	272
163	Mexico.....26	☞	Connects with <i>Kan. Pac. R. R.</i>	
126	<b>Moberly</b> Junction....37	146		

**BALTIMORE TO PITTSBURGH, INDIANAPOLIS, ST. LOUIS & CHICAGO, via Pan Handle Route, & Fort Wayne Route.**

**Northern Central Railway.**

MILES.	STATIONS.	MILES.
333	<b>BALTIMORE</b> .....	0
304	PARKTON.....	29
294	<i>Hanover Junction</i> .....	18
276	<b>York</b> .....	57
249	BRIDGEPORT.....	27
248	<b>HARRISBURG</b> *. 1	85

**Pennsylvania Central R. R.**

240	Marysville.....	8	93
220	NEWPORT.....	20	113
199	MIFFLIN.....	21	134
187	LEWISTOWN.....	12	146
175	McVEYTOWN.....	12	158
162	MOUNT UNION.....	13	171
151	HUNTINGDON.....	11	182
131	TYRONE.....	20	202
116	<b>Altoona</b> *.....	15	217
105	GALLITZIN.....	11	228
80	CONEMAUGH.....	25	253
78	JOHNSTOWN.....	2	255
60	Lockport.....	18	273
41	LATROBE.....	19	292
31	GREENSBURG.....	10	302
15	Wall's.....	16	318
0	<b>PITTSBURGH</b> *. 15	333	

☞ Connects with P., F.W. & C.R.R.

**Pittsburgh, Cincinnati and St. Louis Railroad.**

381	<b>PITTSBURGH</b> ...	333
365	NOBLESTOWN.....	16
338	<b>Steubenville</b> *.....	27
320	Bloomfield.....	18
313	CADIZ JUNCTION.....	7
304	NEW MARKET.....	9
289	DENNISON.....	15
267	Oxford.....	22
257	COSHOCOTON.....	10
243	Dresden.....	14
237	FRAZEYSBURGH.....	6
		477

MILES.	STATIONS.	MILES.
229	Hanover.....	8
221	<b>Newark</b> *.....	8
206	Pataskala.....	15
195	Big Walnut.....	11
188	<b>COLUMBUS</b> *.....	7

☞ Connects with Railroads for Cleveland, Cincinnati, &c.

178	Hilliards.....	10
160	MILFORD.....	18
141	<b>Urbana</b> *.....	9
130	St. Paris.....	11
115	PIQUA*.....	15
105	Bradford Junction.....	10
94	GREENVILLE.....	11
68	<b>Richmond</b> *.....	26
53	CAMBRIDGE CITY.....	15
32	Knightstown.....	21
21	GREENFIELD.....	11
0	<b>INDIANAPOLIS</b> *. 21	714

**St. Louis, Vandalia, T. Haute and Indianapolis R. R.**

239	<b>INDIANAPOLIS</b> *	714
221	BELLEVILLE.....	18
201	<b>Greencastle</b> .....	20
182	BRAZIL.....	19
166	<b>Terre Haute</b> *.....	16
149	Marshall.....	17
138	Martinsville.....	11
123	GREENUP.....	15
117	Pleasantville.....	6
99	<b>Effingham</b> *.....	18
82	St. Elmo.....	17
68	<b>Vandalia</b> *.....	14
50	Greenville.....	18
31	Highland.....	19
18	Troy.....	13
1	<b>East St. Louis</b> .....	17
0	<b>ST. LOUIS</b> *.....	1
		953

To **Chicago**, via Pittsburgh and Fort Wayne, 802 Miles.

**PHILADELPHIA TO PITTSBURGH, CRESTLINE, OHIO,  
INDIANAPOLIS AND ST. LOUIS.**

*Pennsylvania Central R. R.*

MILES.	STATIONS.	MILES.
355	<b>PHILADELPHIA</b>	0
322	DOWNTONTOWN	33
311	PARKESBURG	44
286	<b>Lancaster</b>	69
273	MOUNT JOY	82
249	<b>Harrisburg*</b>	106
221	NEWPORT	134
200	MIFFLIN	155
176	McVEYTOWN	179
151	HUNTINGDON	204
131	TYRONE	224
117	<b>Altoona*</b>	238
78	JOHNSTOWN	277
41	LATROBE	314
31	GREENSBURG	324
0	<b>PITTSBURGH*</b>	355

*Pittsburgh, Fort Wayne and Chicago Railroad.*

396	<b>PITTSBURGH*</b>	355
370	ROCHESTER	381
366	NEW BRIGHTON	385
350	Enon	401
326	SALEM	425
312	<b>Alliance*</b>	439
294	CANTON	457
286	MASSILLON	465
272	ORRVILLE	479
261	WOOSTER	490
220	MANSFIELD	531
207	<b>Crestline*</b>	544

*Cleveland, Columbus, Cincinnati & Indianapolis R. R.*

207	<b>Crestline*</b>	544
202	GALION	549
191	CALEDONIA	560
182	MARION	569

MILES.	STATIONS.	MILES.
168	La Rue	14
161	Mt. Victory	7
151	Rushsylvania	10
142	<b>Bellefontaine</b>	9
130	Quincy	12
120	SIDNEY	10
102	Versailles	18
94	Dallas	8
85	UNION	9
64	Morristown	21
54	MUNCIE	10
36	Anderson	18
28	Pendleton	8
14	Oakland	14
0	<b>INDIANAPOLIS*</b>	14

*Indianapolis and St. Louis Railroad.*

262	<b>INDIANAPOLIS*</b>	751
250	Avon	12
243	Danville	7
234	Reno	9
223	GREENCASTLE	11
209	Carbon	14
198	Grant	11
190	<b>Terre Haute*</b>	8
178	Vermillion	12
171	PARIS	7
145	Charleston	26
134	MATTOON	11
111	Shelbyville	23
95	PANA	16
67	Hillsboro	28
51	Clyde	16
37	BUNKER HILL	14
22	ALTON JUNCTION	15
10	NAMEOKI	12
1	<b>East St. Louis</b>	9
0	<b>ST. LOUIS*</b>	1

NOTE.—This Line of Travel connects with Trains at Alliance for Cleveland, and at Crestline with Trains for Columbus, Cincinnati, &c.



FROM PHILADELPHIA TO PITTSBURGH, CHICAGO, AND  
OMAHA, NEBRASKA.

***Pennsylvania Central R. R.***

MILES.	STATIONS.	MILES.
355	<b>PHILADELPHIA</b>	0
353	Mantua Junction	2
325	Paoli	18
333	Westchester Intersection	2
322	<b>Downington*</b>	11
316	COATESVILLE	6
311	<b>Parkesburg</b>	5
306	Christiana	5
303	Gap	3
297	Leaman Place	6
287	<b>Lancaster*</b>	11
285	Dillerville	1
278	Landisville	7
273	<b>Mount Joy</b>	5
267	Elizabethtown	6
259	Branch Intersection	8
258	Middletown	1
249	<b>HARRISBURG*</b>	9
241	Marysville	8
234	Duncannon	7
221	Newport	13
200	<b>Millin</b>	21
188	LEWISTOWN	12
163	Mount Union	25
151	<b>Huntingdon</b>	12
144	Petersburg	7
131	TYRONE	13
127	Tipton	4
117	<b>Altoona*</b>	10
105	Gallitzin	12
102	Cresson	3
89	Summerhill	13
81	<b>Conemaugh</b>	8
78	JOHNSTOWN	3

MILES.	STATIONS.	MILES.
65	New Florence	13
54	Blairsville Branch	11
41	<b>Latrobe*</b>	13
31	<b>Greensburg</b>	10
22	Irwin's	9
14	Walls	8
12	Brinton's	2
0	<b>PITTSBURGH*</b>	12

Connects with *Pittsburgh, Cincinnati and St. Louis R. R.*

***Pittsburgh, Fort Wayne and Chicago Railroad.***

468	<b>PITTSBURGH</b> ...	355
450	Economy	18
442	ROCHESTER	8
438	New Brighton	4
433	Homewood	5
422	Enon	11
408	Columbiana	14
398	Salem	10
384	<b>Alliance*</b>	14
	Junction Cleve'd & Pitts'gh R. R.	
366	Canton	18
358	MASSILLON	8
344	ORRVILLE	14
333	Wooster	11
311	Londonville	22
292	MANSFIELD	19
279	<b>Crestline*</b>	13
	Junction C. C. C. & Ind. R. R.	
267	Bucyras	12
238	FOREST	29
215	Lafayette	23
207	LIMA	8

\* Dining Stations.

MILES.	STATIONS.	MILES.
193	Delphos.....	14 630
180	Van Wert.....	13 643
148	<b>FORT WAYNE*</b> .....	32 675

 Connects with *Toledo, W. & W. Railroad.*

129	Columbia.....	19 694
117	Pierceton.....	12 706
108	Warsaw.....	9 715
95	Bourbon.....	13 728
84	PLYMOUTH*.....	11 739
53	Wanatah.....	31 770
44	VALPARAISO.....	9 779
24	Clarke.....	20 799
7	Rock Island Junction.....	17 816
0	<b>CHICAGO</b> .....	7 823

 Connects at Chicago with the *Chicago, Burlington and Quincy Railroad*; *Chicago, Rock Island and Pacific Railroad*, and the *Chicago and Northwestern Railroad*, all forming lines of travel to Omaha, Neb.; there connecting with the *Union Pacific Railroad*.

### *Chicago, Rock Island and Pacific Railroad.*

494	<b>CHICAGO</b> .....	823
487	Englewood.....	7 830
478	Blue Island.....	9 839
470	Bremen.....	8 847
464	Mokena.....	6 853
454	JOLIET.....	10 863
443	Minooka.....	11 874
433	Morris.....	10 884
423	Seneca.....	10 894
418	Marseilles.....	5 899
410	OTTAWA.....	8 907
400	Utica.....	10 917
395	LA SALLE.....	5 922
394	Peru.....	1 923
380	<b>Bureau*</b> .....	14 937
372	Tiskilwa.....	8 945
366	Pond Creek.....	6 951

MILES.	STATIONS.	MILES.
358	Sheffield.....	8 959
348	Annawan.....	10 969
342	Atkinson.....	6 975
335	GENESEO.....	7 982
324	Colona.....	11 993
315	Moline.....	9 1,002
312	<b>ROCK ISLAND</b> .....	3 1,005

(Mississippi River.)

### IOWA DIVISION.

311	<b>DAVENPORT</b> *.....	1 1,006
299	Walcott.....	12 1,018
295	Fulton.....	4 1,022
286	Wilton.....	9 1,031
283	MOSCOW.....	3 1,034
278	Atalissa.....	5 1,039
273	West Liberty.....	5 1,044
257	<b>Iowa City</b> .....	16 1,060
242	Oxford.....	15 1,075
237	Homestead.....	5 1,080
227	Marengo.....	10 1,090
215	Victor.....	12 1,102
207	BROOKLYN*.....	8 1,110
201	Malcolm.....	6 1,116
192	Grinnell.....	9 1,125
181	Kellogg.....	11 1,136
172	NEWTON.....	9 1,145
160	Colfax.....	12 1,157
154	Mitchellville.....	6 1,163
137	<b>DES MOINES</b> *.....	17 1,180
122	Boone.....	15 1,195
115	De Soto.....	7 1,202
102	Dexter.....	13 1,215
86	Casey.....	16 1,231
72	Anita.....	14 1,245
58	Atlantic.....	14 1,259
39	Avoca*.....	19 1,278
31	Shelby.....	8 1,286
20	Neola.....	11 1,297
0	<b>OMAHA</b> .....	1 1,317

\* Dining Stations.

PHILADELPHIA TO PITTSBURGH, COLUMBUS, INDIANAPOLIS  
AND ST. LOUIS.

*Pennsylvania Central Railroad.*

MILES.	STATIONS.	MILES.
355	<b>PHILADELPHIA</b>	0
322	DOWNTONTOWN	33
311	PARKESBURG	11
286	<b>Lancaster*</b>	69
273	MOUNT JOY	13
249	<b>HARRISBURG*</b>	24
221	NEWPORT	28
200	MIFFLIN	21
176	McVEYTOWN	24
151	HUNTINGDON	25
131	TYRONE	20
117	<b>Altoona*</b>	14
78	JOHNSTOWN	39
41	LATROBE*	37
31	GREENSBURG	10
0	<b>PITTSBURGH*</b>	31
		355

☞ Connects with *Pittsburgh, Fort Wayne and Chicago Railroad*, and other Railroads diverging from Pittsburgh.

*Pittsburgh, Cincinnati and St. Louis Railroad.*

193	<b>PITTSBURGH*</b>	355
192	Birmingham	1
187	Brodhead	5
185	MANSFIELD	2
178	Oakdale	7
177	NOBLESTOWN	1
170	Bulger	7
166	Burgettstown	4
161	Hanlin's	5
		387

MILES.	STATIONS.	MILES.
157	Collier	4
150	<b>Steubenville*</b> , O.	7
142	Alexandria Road	8
138	Smithfield	4
132	Bloomfield	6
130	Unionport	2
125	CADIZ JUNCTION	5
121	Fairview	4
116	NEW MARKET	5
110	Bowerstown	6
101	DENNISON	9
100	Uhrichsville	1
97	Trenton	3
89	Port Washington	8
83	New Comerstown	6
79	Oxford	4
75	West Lafayette	4
69	COSHCOXTON	6
59	Adam's Mills	10
55	Dresden	4
49	FRAZEYSBURGH	6
41	Hanover	8
33	<b>Newark*</b>	8
18	Pataskala	15
7	Big Walnut	11
0	<b>COLUMBUS*</b>	7
		548

☞ Connects with *Cleveland, Columbus, Cincinnati & Indianapolis Railroad, and Little Miami Railroad*.

188	<b>COLUMBUS*</b>	448
178	Hilliards	10
170	Pleasant Valley	8
166	Unionville	4
160	<b>Milford</b>	6
155	Woodstock	5
150	Cable	5
141	<b>Urbana*</b>	9
130	St. Paris	11
115	<b>Piqua*</b>	15
109	Covington	6
		627

\* Dining Stations.

MILES.	STATIONS.	MILES.
105	BRADFORD JUNCTION ... 4	631
101	Gettysburg..... 4	635
94	<b>Greenville</b> ..... 7	642
83	New Madison .....	11 653
74	New Paris .....	9 662
68	<b>Richmond*</b> .....	6 668
63	Centreville.....	5 673
53	<b>Cambridge City</b> .....	10 683
44	Lewisville.....	9 692
39	Dunreith.....	5 697
34	Knightstown.....	7 704
29	Charlottesville.....	3 707
21	GREENFIELD.....	8 715
17	Philadelphia.....	4 719
11	Cumberland.....	6 725
0	<b>INDIANAPOLIS*</b> .....	11 736

 Connects with Railroads running *East, West, North and South.*

**St. Louis, Vandalia, T. Haute and Indianapolis R. R.**

MILES.	STATIONS.	MILES.
239	<b>INDIANAPOLIS*</b> .....	736
225	Fairview.....	4 740
230	Bridgeport.....	5 745
225	Plainfield.....	5 750
222	Cartersburg.....	3 753
221	BELLEVILLE.....	1 754
219	Clayton.....	2 756
214	Amo .....	5 761
211	Coatsville.....	3 764
207	Fillmore.....	4 768
201	<b>Greencastle</b> .....	6 774
199	Junction .....	2 776
195	Hamrick's.....	4 780
192	Reelsville.....	3 783
189	Eagle's.....	3 786

\*Dining Stations.

MILES.	STATIONS.	MILES.
186	Harmony.....	3 789
182	BRAZIL.....	4 793
180	NEWBURG .....	2 795
178	Staunton.....	2 797
176	Cloverland.....	2 791
174	Seeleyville.....	2 801
166	<b>Terre Haute*</b> .....	8 809
156	Woodville .....	10 819
149	Marshall.....	7 826
138	Martinsville.....	11 837
131	Casey .....	7 844
123	GREENUP.....	8 852
117	Pleasantville .....	6 858
103	Tentopolis.....	14 872
99	<b>Edlingham*</b> .....	4 876

*Junc. Illinois Central, Chicago Branch.*

95	Funkhouser.....	4 880
82	St. Elmo .....	13 893
76	Brownstown.....	6 899
68	<b>Vandalia*</b> .....	8 907

*Crossing Illinois Central Railroad.*

64	Hagerstown.....	4 911
58	Mulberry Grove.....	6 917
50	Greenville .....	8 925
40	Pocahontas .....	10 935
36	Oakdale .....	4 939
31	Highland.....	5 944
18	Troy .....	13 957
15	Confidence .....	3 960
12	Collinsville .....	3 963
1	<b>East St. Louis</b> .....	11 974

*(Mississippi River.)*

0	<b>ST. LOUIS*</b> .....	1 975
	 Connects with Railroads at <i>St. Louis</i> , and with <i>Steamers on the Mississippi River.</i>	



NEW YORK TO HARRISBURG, PITTSBURGH, CHICAGO AND  
OMAHA, via ALLENTOWN ROUTE.

*Central New Jersey R. R.*

MILES.	STATIONS.	MILES.
182	<b>NEW YORK</b> .....	0
	From Foot of Liberty Street.	
181	<b>Jersey City</b> .....	1
178	Greenville.....	3
174	Bergen Point.....	4
169	<b>Elizabeth</b> .....	5
167	Roselle .....	2
165	Crawford.....	2
162	Westfield.....	3
160	Fanwood.....	2
158	PLAINFIELD .....	2
155	Dunnellen.....	3
151	Bound Brook.....	4
146	SOMERVILLE.....	5
145	Raritan.....	1
141	North Branch .....	4
136	WHITEHOUSE.....	5
132	Lebanon.....	4
130	Clinton.....	2
128	High Bridge.....	2
124	Spruce Run.....	4
123	JUNCTION .....	1
120	Asbury .....	3
118	Valley .....	2
115	BLOOMSBURY.....	3
113	Springtown.....	2
108	Phillipsburg.....	5
107	<b>EASTON</b> * Pa .....	1

 Connects with the *Lehigh Valley Railroad*, and *Lehigh and Susquehanna Railroad*.

MILES.	STATIONS.	MILES.
95	BETHLEHEM.....	12
90	<b>Allentown</b> .....	5
69	Lyons .....	21
54	<b>Reading</b> .....	15
26	LEBANON*.....	28
0	<b>HARRISBURG</b> *.	26

 Connects with the *Northern Central Railway*.

*Pennsylvania Central Railroad.*

248	<b>HARRISBURG</b> *.	182
240	MARYSVILLE .....	8
233	Duncannon.....	7
220	NEWPORT .....	13
199	MIFFLIN .....	21
187	LEWISTOWN.....	12
175	McVEYTON.....	12
162	MOUNT UNION .....	13
151	HUNTINGDON.....	11
131	TYRONE*.....	20
116	<b>Altoona</b> *.....	15
105	GALLITZIN .....	11
102	Cresson.....	3
80	CONEMAUGH .....	22
78	JOHNSTOWN.....	2
60	Lockport.....	18
56	Derry.....	14
41	LATROBE* .....	5
31	GREENSBURG.....	10
15	Wall's.....	16
6	Homewood.....	9
0	<b>PITTSBURGH</b> *..	6

\* Dining Stations.

☞ Connects with the *Pittsburgh, Cincinnati and St. Louis Railroad*, and with other Railroads diverging from Pittsburgh.

**Pittsburgh, Fort Wayne and Chicago Railroad.**

MILES.	STATIONS.	MILES.
468	<b>PITTSBURGH*</b> ..	430
450	Economy.....	18 448
442	ROCHESTER.....	8 456
439	NEW BRIGHTON.....	3 459
422	Enon.....	17 476
405	Leetonia.....	17 493
398	SALEM .....	7 500
384	<b>Alliance*</b> .....	14 514

☞ Connects with *Cleveland and Pittsburgh Railroad*.

366	CANTON.....	18 532
358	MASSILLON .....	8 540
344	ORRVILLE.....	14 554
333	WOOSTER.....	11 565

MILES.	STATIONS.	MILES.
317	Lakeville.....	16 581
292	MANSFIELD.....	25 606
279	<b>Crestline*</b> .....	13 619
267	BUCYRUS.....	12 63
250	Upper Sandusky.....	17 648
238	Forest .....	12 660
229	Washington .....	9 669
207	LIMA .....	22 691
193	Delphos.....	14 705
180	Van Wert.....	13 718
148	<b>Fort Wayne*</b> .....	32 750
129	Columbia.....	19 769
108	Warsaw.....	21 790
84	PLYMOUTH*.....	24 814
53	Wanatah.....	31 845
44	VALPARAISO.....	9 854
30	Liverpool.....	14 868
9	Ill. Central R. R. June. 21	21 889
0	<b>CHICAGO</b> .....	9 898

Important to Western Travellers.

**ALLENTOWN LINE.**

**TWO EXPRESS TRAINS** run DAILY to and from the **WEST** by this **POPULAR LINE OF TRAVEL.**

☞ Passengers by this Route save 60 to 100 miles, and three hours in time, over other Lines, with but one change of cars between **New York** and **Cincinnati**, or **Chicago**, and but two changes to **St. Louis**.

**SILVER PALACE CARS** Daily to **CHICAGO**, on the Evening Train.

**H. P. BALDWIN**, Gen. Pass. Agent,

**119 Liberty Street, NEW YORK.**

FROM PHILADELPHIA to ERIE, DULUTH and ST. PAUL, via  
 RAILROAD and STEAMBOAT ROUTE, passing through  
 LAKES HURON and SUPERIOR.

*Pennsylvania Central R. R.*

MILES.	STATIONS.	MILES.
451	<b>PHILADELPHIA</b>	0
417	DOWNTONTOWN*	34
381	LANCASTER*	36
345	<b>Harrisburg*</b>	36

*Philadelphia and Erie R. R.*

288	SUNBURY	57	163
286	Northumberland	2	165
279	LEWISBURG	7	172
276	Catawissa Junction	3	175
275	MILTON	1	176
271	Watsontown	4	180
268	Dewart	3	183
264	Montgomery	4	187
260	Muncy	4	191
248	<b>Williamsport*</b>	12	203

 Connects with Northern Central Railway.

246	Newberry	2	205
243	Linden	3	208
242	Susquehanna	1	209
236	Jersey Shore	6	215
228	Wayne	8	223
223	LOCK HAVEN*	5	228
218	Farrandsville	5	233
208	Whetham	10	243
199	North Point	9	252
196	RENOVO*	3	255
184	Keating	12	267
178	Round Island	6	273
168	Driftwood	10	283

MILES.	STATIONS.	MILES.
159	Sterling	9
155	Cameron	4
150	Emporium	5
140	Beechwood	10
128	ST. MARY'S*	12
119	RIDGWAY	9
104	Wilcox	15
95	KANE* (Alt. 2,008 ft.)	9
90	Wetmore	5
80	SHEFFIELD	10
73	Pattonia	7
66	WARREN	7
61	IRVINETON	5

Junction Oil Creek and Allegheny River Railroad.

58	Youngsville	3	393
55	Pittsfield	3	396
45	Spring Creek	10	406
40	Columbus	5	411
38	<b>Corry*</b>	2	413

Junction Atlantic and Great Western Railway.

34	Lovell's	4	417
32	Concord	2	419
27	Union	5	424
19	Waterford	8	432
13	Jackson's	6	438
7	Belle Valley	6	444
0	<b>ERIE*</b>	7	451

 Connects with Lake Shore R. R.

\* Dining Stations.

**Lake Superior Steamboat Line.**

MILES.	STATIONS.	MILES.
1,140	<b>ERIE</b> , Pa. ....	451
1,045	CLEVELAND, Ohio....	95 546
945	Malden, Canada....	100 646
925	DETROIT, Mich....	20 666
	(Lake St. Clair.)	
850	Port Huron ....	75 741
	(Lake Huron.)	
625	Point de Tour.....	225 966
	(St. Mary's River.)	
584	Church's Landing...	40 1,006
570	SAUT STE. MARIE...	14 1,020
564	Point Aux Pins Can.	6 1,026
530	White Fish Point...	34 1,060
	(Lake Superior.)	
450	Pictured Rocks.....	80 1,140
440	Grand Island.....	10 1,150
400	<b>Marquette</b> .....	40 1,190
320	Portage Entry.....	80 1,270

(HOUGHTON AND HANCOCK, 14 Miles.)

270	Keweenaw Point....	50 1,320
255	Copper Harbor .....	15 1,335
239	Eagle Harbor.....	16 1,351
229	EAGLE RIVER.....	10 1,361
209	Entrance Ship Canal	20 1,381
169	ONTONAGON .....	40 1,421
89	La Pointe, Wis'....	80 1,501
86	BAYFIELD .....	3 1,504
	(Twelve Apostle Islands.)	
6	SUPERIOR CITY .....	80 1,584
0	<b>DULUTH</b> , Minn.	6 1,590

**Lake Superior and Mississippi Railroad.**

MILES.	STATIONS.	MILES.
155	<b>DULUTH</b> .....	1,590
151	Oneonta.....	4 1,594
137	Fond Du Lac.....	14 1,608
	(Dalles of St. Louis.)	
129	<b>Thompson</b> .....	8 1,616
	Junction Northern Pacific Railroad.	
128	JUNCTION.....	1 1,617
110	Moose Lake.....	18 1,635
95	Kettle River.....	15 1,650
77	<b>Hinckley</b> *.....	18 1,668
65	Pine City.....	12 1,680
54	Rush City.....	11 1,691
42	North Branch.....	12 1,703
30	Wyoming.....	12 1,715
25	Forest Lake.....	5 1,720
17	Centreville.....	8 1,728
12	White Bear Lake.....	5 1,733
	Junction Stillwater Branch Railroad.	
0	<b>ST. PAUL</b> .....	12 1,745

◆◆◆◆◆  
**GRAND PLEASURE EXCURSION.**

This Railroad and Steamboat Route forms one of the most healthy and Grand Excursions on the Continent,—passing from the Atlantic Cities through Lakes Erie, Huron, and Superior,—affording River and Lake Scenery of the most enchanting character.

Steamers of a large class run daily, during the season of Navigation, from Buffalo, Erie, Cleveland and Detroit, to the Saut Ste. Marie, Marquette and Duluth, Minn.

NEW YORK to BUFFALO, NIAGARA FALLS, &c.,  
Via ERIE RAILWAY.

## NEW YORK to DUNKIRK, CLEVELAND, &amp;c.

*Erie Railway.*

MILES.	STATIONS.	MILES.
460	<b>NEW YORK</b> .....	0
400	GOSHEN .....	60
372	<b>Port Jervis*</b> .....	28 88
283	DEPOSIT.....	89 177
259	GREAT BEND.....	24 201
245	BINGHAMTON.....	14 215
223	OWEGO .....	22 237
186	<b>Elmira*</b> .....	37 274
169	CORNING.....	17 291
128	HORNELLSVILLE.....	41 332
119	Alfred.....	9 341
110	Andover .....	9 350
102	Genesee.....	8 358
94	Phillipsville.....	8 366
90	Belvidere.....	4 370
86	Friendship.....	4 374
77	Cuba .....	9 383
65	OLEAN.....	12 395

MILES.	STATIONS.	MILES.
61	Allegany .....	4 399
52	Carrollton.....	9 408
49	Great Valley.....	3 411
46	<b>Salamanca</b> .....	3 414
	 Connects with <i>Atlantic &amp; Great Western Railway.</i>	
38	Little Valley.....	8 422
31	Cattaraugus .....	7 429
22	Dayton .....	9 438
19	Perrysburg.....	3 441
12	Smith's Mills.....	7 448
8	Forestville .....	4 452
0	<b>DUNKIRK</b> .....	8 460

*(Lake Erie.)*

 Connects with the *Lake Shore Railroad*, forming a through line of travel to Cleveland, Toledo, Chicago and St. Louis.

To **Chicago**, via Toledo, by this Route, 960 Miles.

**ERIE RAILWAY.***Four Express Trains Daily.***BROAD GAUGE, DOUBLE TRACK ROUTE****BETWEEN THE****Atlantic Cities and the Southwest, West and Northwest.****860 Miles without Change of Cars,**

Between New York and Rochester, Buffalo, Dunkirk, Salamanca, Corry, Meadville, Cleveland, Dayton, Hamilton and Cincinnati.

 Connects at **CINCINNATI** with the Broad Gauge **OHIO** and **MISSISSIPPI R. R.**

NEW YORK TO ALBANY, BUFFALO, TOLEDO, ST. LOUIS, &c.,  
Via TOLEDO, WABASH AND WESTERN RAILROAD.

*Hudson River & New York  
Central Railroad.*

MILES.	STATIONS.	MILES.
737	<b>NEW YORK</b> ..... 30th Street.	0
695	<b>Peekskill</b> .....	42
664	<b>Poughkeepsie</b> *.... 31	73
622	<b>Hudson</b> .....	42
594	<b>ALBANY</b> .....	28
577	<b>Schenectady</b> .....	17
499	<b>Utica</b> *.....	78
485	<b>Rome</b> .....	14
446	<b>Syracuse</b> .....	39
365	<b>Rochester</b> *.....	81
333	<b>Batavia</b> .....	32
296	<b>BUFFALO</b> .....	37

*Lake Shore Railroad.*

296	<b>BUFFALO</b> .....	441
256	<b>Dunkirk</b> *.....	40
239	<b>Westfield</b> .....	17
208	<b>ERIE</b> , Pa.....	31
193	<b>Girard</b> .....	15
167	<b>Ashtabula</b> , Ohio .....	26
142	<b>Painesville</b> .....	25
113	<b>CLEVELAND</b> .....	29
89	<b>Oberlin</b> .....	24
53	<b>Monroeville</b> .....	36
38	<b>Clyde</b> .....	15
0	<b>TOLEDO</b> , Ohio .....	38

To **Detroit**, 65 Miles.

*Toledo, Wabash & West. R. R.*

MILES.	STATIONS.	MILES.
432	<b>TOLEDO</b> .....	737
423	Maumee City .....	9
415	Whitehouse .....	8
404	Liberty .....	11
397	NAPOLEON.....	7
382	DEFIANCE .....	15
371	Emerald .....	11
361	Antwerp.....	10
344	New Haven.....	17
338	<b>Fort Wayne</b> .....	6
	Junction Pittsburgh, Fort Wayne and Chicago Railroad.	
323	Roanoke .....	15
314	Huntington .....	9
301	Lagro .....	13
296	WABASH.....	5
282	<b>Peru</b> .....	14
275	Waverly .....	7
266	<b>Logansport</b> .....	9
252	Rockfield .....	14
246	Delphi .....	6
237	Buck Creek .....	9
229	<b>Lafayette</b> .....	8
219	West Point .....	10
208	Attica .....	11
200	West Lebanon .....	8
190	State Line .....	10
182	<b>Danville</b> .....	8
176	Catlin .....	6
169	Fairmount .....	7
162	Homer .....	7
146	<b>Tolone</b> .....	16
	Junction Chicago Division, Illinois Central Railroad.	
135	Norrie .....	1,034
129	Bement .....	6
120	Cerro Gordo .....	9
109	<b>Decatur</b> .....	1,049
	Junction Illinois Central Railroad.	

\* Dining Stations.

## ST. LOUIS DIVISION, T. W. &amp; W. R. R.

MILES.	STATIONS.	MILES.
109	<b>Decatur</b>	1,060
102	Boody	7 1,067
90	Stonington	12 1,079
82	Taylorville	8 1,087
74	Palmer's	8 1,095
69	Morrison	5 1,100
61	Raymond	8 1,108
49	Litchfield	12 1,120
36	Staunton	13 1,133
19	Edwardsville	17 1,150
1	<b>East St. Louis</b>	18 1,168
0	<b>ST. LOUIS</b>	1 1,169

 Connects with *R. R. & Steamers.*

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**Toledo, Wabash and Western,**  
(Continued.)

476	<b>TOLEDO</b>	0
382	<b>Fort Wayne</b>	94
326	PERU	56 150
310	LOGANSFORT	16 166
273	<b>Lafayette</b>	37 203
226	DANVILLE	47 250
190	TOLONO	36 286
153	<b>Decatur</b>	37 323
128	Mechanicsburg	25 348
114	<b>Springfield</b>	14 362
112	C. & A. Junction	2 364
97	Berlin	15 379
91	Alexander	6 385
80	<b>Jacksonville</b>	11 396

MILES.	STATIONS.	MILES.
70	Chapin	10 406
62	BLUFF'S	8 414
<b>To Hannibal, Mo., 50 Miles.</b>		
56	MEREDOSIA	6 420
48	Versailles	8 428
39	Mt. Sterling	9 437
33	Mounds	6 443
28	CLAYTON	5 448
<b>To Keokuk, Iowa, 42 Miles.</b>		
22	Camp Point	6 454
15	Paloma	7 461
9	Cliola	6 467
0	<b>QUINCY</b>	9 476

 (*Mississippi River.*)

 Connects with *Hannibal & St. Joseph Railroad.*

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**Keokuk Branch.**

42	CLAYTON	448
35	C. B. & Q. Junction	7 455
27	Bowen	8 463
22	Denver	5 468
13	CARTHAGE	9 477
7	Elvaston	6 483
1	HAMILTON	6 489
0	<b>KEOKUK</b>	1 490

 (*Mississippi River.*)

 Connects with *Des Moines Valley Railroad.*

THE TOLEDO, WABASH AND WESTERN RAILROAD,  
runs from **TOLEDO, Ohio**, to  
**KEOKUK, QUINCY, HANNIBAL and ST. LOUIS**,

FORMING A

 *Great Route of Travel* 

Through Indiana, Illinois, Iowa and Missouri to Kansas and Colorado,  
AND FROM THENCE TO  
**UTAH and CALIFORNIA.**

## NEW YORK to EASTON, WILLIAMSPORT &amp; ERIE, Pa.

## Central New Jersey Railroad.

MILES.	STATIONS.	MILES.
238	<b>NEW YORK</b> .....	0
	Foot of Liberty Street.	
237	<b>Jersey City</b> .....	1
225	ELIZABETH.....	12
214	PLAINFIELD.....	11
202	SOMERVILLE.....	12
192	WHITEHOUSE.....	10
186	CLINTON.....	6
179	JUNCTION.....	7
171	BLOOMSBURY.....	8
164	PHILLIPSBURG.....	7
163	<b>EASTON</b> .....	1
		75

## Lehigh Valley Railroad.\*

151	BETHLEHEM.....	12	87
146	<b>Allentown</b> .....	5	92
142	Catasauqua.....	4	96
128	Lehigh Gap.....	14	110
117	MAUCH CHUNK.....	11	121
110	Penn Haven.....	7	128

## Catawissa Railroad.

91	<b>Quakake</b> .....	19	147
88	Summit.....	3	150
80	Mahonoy.....	8	158
75	Ringtown.....	5	163
68	Beaver.....	7	170
59	Maineville.....	9	179
52	<b>Catawissa</b> .....	7	186
50	Rupert.....	2	188
43	Danville.....	7	195
37	Mooresburg.....	6	201

MILES.	STATIONS.	MILES.
27	<b>Hilton</b> .....	10
22	Watsontown.....	5
16	Montgomery.....	6
0	<b>Williamsport*</b> .....	16
		238

## Philadelphia &amp; Erie R. R.

248	<b>Williamsport</b> .....	238
242	Susquehanna.....	6
236	Jersey Shore.....	6
223	LOCK HAVEN.....	13
218	Farrandsville.....	5
208	Whetham.....	10
199	North Point.....	9
195	<b>Renoovo*</b> .....	4
183	Keating.....	12
178	Round Island.....	5
168	Driftwood.....	10
155	Cameron.....	13
149	EMPORIUM.....	6
140	Beechwood.....	9
128	St. MARY's.....	12
118	Ridgway.....	10
104	Wilcox.....	14
95	KANE*.....	9
79	Sheffield.....	16
66	WARREN.....	13
60	IRVINETON.....	6
54	Pittsfield.....	6
37	<b>Corry</b> .....	17
	June. Atlantic & Great Western Railway.	
26	Union.....	11
19	Waterford.....	7
7	Belle Valley.....	12
0	<b>ERIE</b> .....	7
		486

*Lake Superior Line of Steamers* run daily from Buffalo to Erie, Cleveland, Detroit, Saut Ste. Marie, Marquette and Duluth, Minn., forming a *Grand Pleasure Excursion* during the summer months.

\* The Lehigh Valley, and the Lehigh and Susquehanna Railroads are competing lines for the business between New York and Williamsport, Pa., and the surrounding country.—The Lehigh and Susquehanna connects with the Central New Jersey Railroad at Phillipsburg, and at Tamanend, Pa., with the Catawissa Railroad.

NEW YORK TO ALBANY, DETROIT and CHICAGO, via  
NEW YORK CENTRAL RAILROAD.

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.
143	<b>NEW YORK</b> .....	0	13	Schodack.....	6 130
	(Thirtieth Street.)		9	Castleton.....	4 134
138	Manhattan.....	5	1	EAST ALBANY.....	8 142
136	Fort Washington.....	2	0	<b>ALBANY</b> .....	1 143
134	Inwood.....	2		(To <b>Troy</b> , 6 Miles.)	
133	Spuyten Duyvil.....	1	304	<b>ALBANY</b> .....	143
131	Riverdale.....	2	287	<b>Schenectady</b> .....	160
130	Mount St. Vincent.....	1	278	Hoffman's.....	9 169
123	YONKERS.....	2	271	Amsterdam.....	7 176
127	Glenwood.....	1	265	Tribes Hill.....	6 182
124	Hastings.....	3	260	Fonda.....	5 187
122	Dobbs Ferry.....	2	255	Yost's.....	5 192
120	Irvington.....	2	252	Spraker's.....	3 195
117	Tarrytown.....	3	249	Palatine Bridge.....	3 198
113	Scarborough.....	4	246	Fort Plain.....	3 201
111	SING SING.....	2	240	St. Johnsville.....	6 207
108	Croton.....	3	230	<b>Little Falls</b> .....	10 217
105	Cruger's.....	3	223	Herkimer.....	7 224
104	Montrose.....	1	221	Ilion.....	2 226
101	<b>Peekskill</b> .....	3	218	Frankfort.....	3 229
97	Fort Montgomery.....	4	209	<b>Utica</b> *.....	9 238
93	Garrison's.....	4	205	Whitesboro'.....	4 242
90	Cold Spring.....	3	202	Oriskany.....	3 245
88	Cornwall Station.....	2	195	<b>Rome</b> .....	7 252
84	<b>Fishkill</b> .....	4	186	Verona.....	9 261
81	Low Point.....	3	182	<b>Oneida</b> .....	4 265
78	New Hamburg.....	3	177	Canastota.....	5 270
74	Milton Ferry.....	4	173	Canaseraga.....	4 274
70	<b>Poughkeepsie</b> *....	4	171	Chittenango.....	2 276
64	Hyde Park.....	6	167	Kirkville.....	4 280
60	Staatsburgh.....	4	164	Manlius.....	3 283
55	Rhinebeck.....	5	156	<b>Syracuse</b> .....	8 291
49	Barrytown.....	6	147	Warner's.....	9 300
45	Tivoli.....	6	144	Memphis.....	3 303
39	Germantown.....	6	139	Jordan.....	5 308
32	Catskill Station.....	7	131	Port Byron.....	8 316
28	<b>Hudson</b> .....	4	124	Savannah.....	7 323
24	Stockport.....	4	118	Clyde.....	6 329
21	Coxsackie Station.....	3			
19	Stuyvesant.....	2			

\* Dining Stations.

MILES.	STATIONS.	MILES.
112	<b>Lyons</b> .....	6 335
105	Newark.....	7 342
97	Palmyra.....	8 350
93	Macedon.....	4 354
85	Fairport.....	8 362
75	<b>Rochester*</b> .....	10 372
65	Spencerport.....	10 382
63	Adams Basin.....	2 384
58	Brockport.....	5 289
54	Holley.....	4 393
50	Murray.....	4 397
45	<b>Albion</b> .....	5 402
39	Knowlesville.....	6 408
35	Medina.....	4 412
31	Middleport.....	4 416
26	Gasport.....	5 421
19	<b>Lockport</b> .....	7 428
9	Sanborn.....	10 438
0	<b>Suspension Br'g</b>	9 447

To **Niagara Falls**, 2 Miles.

MILES.	STATIONS.	MILES.
230	<b>Suspension Br'g</b>	447
219	ST. CATHERINE'S, Can...	11 458
187	<b>Hamilton</b> .....	32 490
168	HARRISBURG.....	19 509
158	<b>Paris</b> .....	10 519
139	WOODSTOCK.....	19 538
111	<b>London</b> .....	28 566
69	BOTHWELL.....	42 608
46	CHATHAM.....	23 631

CONNECTS WITH

ILLINOIS CENTRAL, CHICAGO, BURLINGTON & QUINCY, CHICAGO, ROCK ISLAND & PACIFIC,  
CHICAGO & NORTHWESTERN,

And other Railroads diverging from CHICAGO—forming the Great Through  
Routes of Travel to the West and Northwest.

MILES.	STATIONS.	MILES.
1	<b>Windsor</b> .....	45 676
0	<b>DETROIT</b> .....	1 677

*Michigan Central Railroad.*

284	<b>DETROIT</b> .....	677
281	Grand Trunk Junction...	3 680
274	Dearborn.....	7 687
266	WAYNE.....	8 695
259	Denton's.....	7 702
254	<b>Ypsilanti</b> .....	5 707
250	Geddes.....	4 711
246	<b>Ann Arbor*</b> .....	4 715
241	Delhi.....	5 720
237	Dexter.....	4 724
229	Chelsea.....	8 732
218	GRASS LAKE.....	11 743
215	Leoni.....	3 746
208	<b>Jackson</b> .....	7 753
197	Parma.....	11 764
188	Albion.....	9 773
183	Marengo.....	5 778
176	<b>Marshall</b> .....	7 785
171	Ceresco.....	5 790
163	BATTLE CREEK.....	8 798
149	Galesburg.....	14 812
140	<b>Kalamazoo</b> .....	9 821
124	Lawton.....	16 837
116	Decatur.....	8 845
105	Dowagiac.....	11 856
93	<b>Niles*</b> .....	12 868
82	Dayton.....	11 879
66	NEW BUFFALO.....	16 895
56	<b>Michigan City</b> .....	10 905
44	Porter.....	12 917
35	LAKE.....	9 926
14	Calumet.....	21 947
0	<b>CHICAGO</b> .....	14 961

**NEW YORK TO PITTSBURGH, INDIANAPOLIS, and ST. LOUIS,  
Via ALLENTOWN ROUTE.**

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.
<i>Central R. R. of New Jersey.</i>					
430	<b>NEW YORK</b> .....	0	396	<b>PITTSBURGH</b> ...	430
	Foot of Liberty Street.		370	ROCHESTER.....	456
429	<b>Jersey City</b> .....	1	326	Salem.....	500
427	ELIZABETH .....	12	312	<b>Alliance</b> *.....	514
410	Westfield .....	7	286	MASSILLON.....	540
406	PLAINFIELD.....	4	272	ORRVILLE.....	554
399	Bound Brook.....	7	261	Wooster .....	565
394	SOMERVILLE.....	5	220	MANSFIELD.....	606
385	WHITEHOUSE.....	9	207	<b>Crestline</b> .....	619
378	Clinton.....	7			
372	JUNCTION .....	6			
	Junc. <i>Dela., Lack. &amp; Western R. R.</i>				
364	Bloomsbury.....	8	203	Galion.....	623
356	PHILLIPSBURG.....	8	182	MARION.....	644
355	<b>EASTON</b> * Pa.....	1	168	La Rue.....	658
	Junction <i>Lehigh Valley Railroad.</i>		142	BELLEFONTAINE.....	684
343	BETHLEHEM .....	12	119	Sidney .....	707
338	<b>Allentown</b> .....	5	101	Versailles.....	725
317	Lyons .....	21	84	<b>Union</b> .....	742
302	READING.....	15	54	Muncie.....	772
274	Lebanon .....	28	36	ANDERSON.....	790
248	<b>HARRISBURG</b> *.....	26	21	Fortville.....	805
	Junc. <i>Northern Central Railroad.</i>		0	<b>INDIANAPOLIS</b> .....	826
<i>Pennsylvania Central R. R.</i>					
220	Newport.....	28	261	<b>INDIANAPOLIS</b> .	826
199	MIFFLIN .....	21	242	Danville.....	845
151	HUNTINGDON.....	48	222	GREENCASTLE.....	865
116	<b>Altoona</b> *.....	35	189	<b>Terre Haute</b> .....	898
105	GALLITZIN.....	11	144	CHARLESTON*.....	943
78	JOHNSTOWN.....	27	133	<b>Mattoon</b> *.....	954
41	LATROBE* .....	37	94	PANA.....	993
31	GREENSBURG.....	10	84	NAKOMIS*.....	1,003
0	<b>PITTSBURGH</b> .....	31	36	BUNKER HILL.....	1,051
			21	ALTON JUNCTION.....	1,066
			1	<b>East St. Louis</b> .....	1,087
			0	<b>ST. LOUIS</b> .....	1,088

**ST. LOUIS to SPRINGFIELD, STATE LINE and FORT SCOTT.**

*Atlantic & Pacific Railroad.*

MILES.	STATIONS.	MILES.
330	<b>ST. LOUIS</b> .....	0
311	MARAMEC.....	19
293	<b>Pacific City*</b> .....	18
288	Catawissa.....	5
286	Calvey.....	2
281	Moselle.....	5
274	St. Clair.....	7
264	Staunton.....	10
259	Sullivan.....	5
252	Bourbon.....	7
247	Leasburg.....	5
239	Cuba.....	8
232	Knobview.....	7
226	St. JAMES.....	6
221	Dillon.....	5
216	<b>Rolla*</b> .....	5
206	York's.....	10
204	Arlington.....	2
203	Jerome.....	1
192	Dixon.....	11
186	Hancock.....	6
180	Crocker.....	6
174	Woodend.....	6
167	Richland.....	7
159	Stoutville.....	8
152	Sleeper.....	7
145	<b>Lebanon</b> .....	7

Junction *Laclede and Fort Scott Railroad*, 110 Miles.

136	Brush Creek.....	9	194
128	Conway.....	8	202
120	Niangua.....	8	210
113	MARSHFIELD.....	7	217

\*Dining Stations.

MILES.	STATIONS.	MILES.
107	Bunker Hill.....	6
99	Stafford.....	8
89	<b>Springfield*</b> .....	10
83	Dorchester.....	6
79	Brookline.....	4
69	Plymouth.....	10
64	Logan's.....	5
57	Aurora.....	7
52	VERONA.....	5
45	Billings.....	7
39	PIERCE CITY.....	6
	<i>Van Buren Branch, 125 Miles.</i>	
34	Berwick.....	5
28	Ritchieville.....	6
23	GRANBY CITY.....	5
15	<b>Neosho</b> .....	8
	<b>0 STATE LINE</b> .....15	
		330

**THE ATLANTIC AND PACIFIC RAILROAD,**  
now finished to the Kansas State Line,  
330 miles, runs for the most part,  
through a beautiful country, with a  
fruitful soil and climate as genial as  
that of Italy. The mineral wealth of  
this section of Missouri is immense,  
abounding in iron, lead and copper.

 This is the shortest and cheapest Route for Freight and Passengers, to all points in Northern Arkansas, Texas, and the Indian Territory. STAGES run from Pierce City to Fort Smith and Fort Gibson. Time from St. Louis, 44 hours.

**THE ATLANTIC AND PACIFIC RAILROAD**  
will be extended through the Indian Territory, along the 35th parallel of latitude.

**THE LACLEDE AND FORT SCOTT RAILROAD,**  
when finished, will form a direct route from St. Louis to Ft. Scott, Kan., 255 miles.

## ST. LOUIS TO KANSAS CITY, OTTUMWA AND OMAHA.

*North Missouri Railroad.*

MILES.	STATIONS.	MILES.
272	<b>ST. LOUIS</b> .....	0
270	Gambles.....	2
267	Bellefontaine.....	3 5
265	Jennings.....	2 7
261	Ferguson.....	4 11
259	Graham's.....	2 13
257	Bridgton.....	2 15
254	Bonfils.....	3 18
252	Brotherton.....	2 20
251	<b>St. Charles</b> .....	1 21
247	Elm Point Switch.....	4 25
242	Dardenne.....	5 30
238	O'Fallon.....	4 34
234	Perrue.....	4 38
232	Gilmore.....	2 40
229	Wentzville.....	3 43
223	Millville.....	6 49
220	Wright's.....	3 52
214	<b>Warrenton</b> .....	6 58
208	Pendleton.....	6 64
204	Jonesburg.....	4 68
199	High Hill.....	5 73
195	New Florence.....	4 77
189	<b>Montgomery</b> *.....	6 83
182	Wellsville.....	7 90
177	Martinsburg.....	5 95
170	Benton City.....	7 102
163	MEXICO.....	7 109
158	Thompson.....	5 114
150	Centralia Junction.....	8 122
142	Sturgeon.....	8 130
137	Clark.....	5 135
132	Renick.....	5 140
126	<b>Moberly Junc</b> .....	6 146
119	Huntsville.....	7 153
112	Clifton.....	7 160
105	Salisbury.....	7 167
98	Keytesville.....	7 174
94	Dalton.....	4 178
86	<b>Brunswick</b> .....	8 186

\*Dining Stations.

MILES.	STATIONS.	MILES.
80	Dewitt.....	6 192
76	Miami.....	4 196
70	Wakenda.....	6 202
63	Carrollton.....	7 209
54	Norborne.....	9 218
46	Hardin.....	8 226
40	R. and L Junction*.....	6 232

 Connects with the *St. Joseph Division*.

MILES.	STATIONS.	MILES.
35	Camden.....	5 237
29	Orrick.....	6 243
17	Missouri City.....	12 255
12	Liberty Landing.....	5 260
9	North Missouri Junc.....	3 263
1	HARLEM.....	8 271
0	<b>KANSAS CITY</b> ....	1 272

 Connects at Kansas City with the *Kansas Pacific*, for all points in Kansas and California; the *Missouri River, Fort Scott and Gulf Railroad*, for Fort Scott, &c.; and the *Leavenworth, Lawrence and Galveston Railroad*, for Humboldt, &c.

MILES.	STATIONS.	MILES.
276	<b>ST. LOUIS</b> .....	0
130	<b>Moberly</b> .....	146
124	Cairo.....	6 152
118	Jacksonville.....	6 158
112	Woodswitch.....	6 164
107	<b>Macon</b> *.....	5 168

Junction *Hannibal and St. Joseph Railroad*.

MILES.	STATIONS.	MILES.
95	Atlanta.....	12 181
86	La Plata.....	9 190
79	Millard.....	7 197
72	Kirksville.....	7 204
64	Sublett's.....	8 212
61	Green Top.....	3 215
57	Queen City.....	4 219

MILES.	STATIONS.	MILES.
49	Glenwood.....	8 227
41	Coatesville.....	8 235
34	Moulton.....	7 242
28	West Grove.....	6 248
20	Bloomfield.....	8 256
0	<b>Ottumwa</b> .....	20 276

Connects with the *Des Moines Valley Railroad*.

### ST. JOSEPH DIVISION.

304	<b>ST. LOUIS</b> .....	0
72	R. and L. Junction.....	232
67	Richmond.....	5 247
62	Swanwick.....	5 242
57	Foote Station.....	5 247
53	Vibbard.....	4 251
48	Lawson.....	5 256
43	Converse.....	5 261
38	Lathrop.....	5 266
34	Lyon.....	4 270
30	Plattsbury.....	4 274
25	Turner.....	5 279
21	Gower.....	4 283
16	Frazier.....	5 288
12	Agency Ford.....	4 292
7	Matney.....	5 297
0	<b>ST. JOSEPH</b> .....	7 304

(Missouri River.)

Connects with *Kansas City, St. Joseph and Council Bluffs Railroad*.

### Kansas City, St. Joseph and Council Bluff's Railroad.

MILES.	STATIONS.	MILES.
204	<b>KANSAS CITY</b> ....	0
202	HARLEM.....	2
197	Stonington.....	5 7
194	Parkville.....	3 10
187	Waldron.....	7 17
179	E. LEAVENWORTH.....	8 25
173	Beverly.....	6 31
163	Iatan.....	10 41
153	WINTHROP, op. Atchis'n.	10 51
149	Rushville.....	4 55
138	Lake Station.....	11 66
134	Han. & St. Joseph Junc.	4 70
133	<b>St. Joseph</b> .....	1 71
124	Amazonia.....	9 80
120	Nodaway.....	4 84
113	Forbes.....	7 91
105	Forest City.....	8 99
95	Bigelow.....	10 109
82	Corning.....	13 122
69	Phelps.....	13 135
55	Hamburg.....	14 149
44	EAST NEBRASKA CITY	11 160
38	Percival.....	6 166
29	Bartlett.....	9 175
21	Pacific Junction.....	8 183
18	PACIFIC.....	3 186
4	<b>Council Bluff's</b> ....	14 200
1	Missouri River.....	3 203
0	<b>OMAHA</b> .....	1 204

### NORTH MISSOURI RAILROAD,

The Shortest Line from ST. LOUIS to the

### WEST AND NORTH.

Three EXPRESS TRAINS leave ST. LOUIS, Daily, making close connections at OTTUMWA, KANSAS CITY, ST. JOSEPH and COUNCIL BLUFFS.

Pullman's Palace Sleeping Cars on the Night Trains.

BOSTON to ALBANY, DETROIT and MILWAUKEE, via GREAT  
WESTERN RAILWAY OF CANADA.

*Boston & Albany Railroad.*

MILES.	STATIONS.	MILES.
200	<b>BOSTON</b> , Mass....	0
195	Brighton .....	5
179	<b>S. Framingham</b> .....	21
176	Ashland.....	3
173	Cordaville.....	3
172	Southville.....	1
168	Westboro.....	4
162	Grafton.....	6
156	<b>WORCESTER</b> ....	6
155	Worcester Junction....	1
147	Rochdale.....	8
143	Charlton.....	4
138	Spencer.....	5
133	Brookfield.....	5
131	West Brookfield.....	2
127	Warren.....	4
121	Brimfield.....	6
117	<b>Palmer</b> .....	4
111	Wilbraham.....	6
108	Indian Orchard .....	3
102	<b>SPRINGFIELD</b> * .....	6
100	W. Springfield .....	2
92	<b>Westfield</b> .....	8
84	Russell.....	8
81	Huntington.....	3
74	Chester.....	7
69	Middlefield.....	5
65	Becket .....	4
62	Washington.....	3
57	Hinsdale.....	5
54	Dalton .....	3
49	<b>Pittsfield</b> .....	5
46	Shaker Village .....	3
41	Richmond.....	5
38	N. Y. State Line.....	3
33	Canaan.....	5
28	East Chatham.....	5
23	<b>Chatham</b> .....	5
19	Chatham Centre.....	4
16	Kinderhook.....	3
8	Schodack.....	8

MILES. STATIONS. MILES.

1	Greenbush .....	7	199
0	<b>ALBANY</b> .....	1	200

*New York Central Railroad.*

304	<b>ALBANY</b> , N. Y....	200
287	<b>Schenectady</b> .....	217
278	Hoffman's.....	9
271	Amsterdam.....	7
260	FONDA.....	11
252	Spraker's.....	8
249	Palatine Bridge .....	3
246	Fort Plain.....	3
240	St. Johnsville.....	6
230	<b>Little Falls</b> .....	10
223	Herkimer.....	7
221	Ilion.....	2
218	Frankfort .....	3
209	<b>UTICA</b> *.....	9
205	Whitesboro'.....	4
202	Oriskany .....	3
195	<b>Rome</b> .....	7
186	Verona.....	9
182	<b>Oneida</b> .....	4
177	Canastota.....	5
173	Canaseraga .....	4
171	Chittenango.....	2
167	Kirkville.....	4
164	Manlius.....	3
156	<b>SYRACUSE</b> .....	8
147	Warners.....	9
139	Jordan.....	8
131	Port Byron.....	8
124	Savannah .....	7
118	Clyde.....	6
112	<b>Lyons</b> .....	6
105	Newark.....	7
97	Palmyra.....	8
93	Macedon .....	4
85	Fairport.....	8
75	<b>ROCHESTER</b> *.....	10
	To <b>Buffalo</b> , 69 Miles.	429

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.		
66	Spencerport.....	9	438	180	Dundas.....	7	554
63	Adams Basin.....	3	441	175	Copetown.....	5	559
58	Brockport.....	5	446	171	Lynden.....	4	563
54	Holley.....	4	450	168	HARRISBURG.....	3	566
50	Murray.....	4	454	158	<b>Paris</b> .....	10	576
45	<b>ALBION</b> .....	5	459	June. <i>Buffalo &amp; Goderich R. R.</i>			
39	Knowlesville.....	6	465	151	Princeton.....	7	583
35	Medina.....	4	469	144	Eastwood.....	7	590
31	Middleport.....	4	473	139	WOODSTOCK.....	5	595
26	Gaspert.....	5	478	134	Beachville.....	5	600
19	<b>Lockport</b> .....	7	485	130	Ingersoll.....	4	604
16	Lockport Junction.....	3	488	120	Dorchester.....	10	614
9	Sanborn.....	7	495	111	<b>London</b> *.....	9	623
0	<b>Suspension Br.</b> 9	504		101	Komoka.....	10	633
<b>To Niagara Falls, 2 Miles.</b>				96	Mt. Brydges.....	5	638
<b>Great Western (Canada) R. R.</b>				90	Longwood.....	6	644
230	<b>Suspension Br.</b> 504			80	Glencoe.....	10	654
221	Thorold, Canada .....	9	513	74	Newbury.....	6	660
219	ST. CATHERINE'S.....	2	515	69	<b>Bothwell</b> .....	5	665
213	Jordan.....	6	521	61	Thamesville.....	8	673
207	Beamsville.....	6	527	55	Lewisville.....	6	679
203	Grimsby.....	4	531	46	<b>Chatham</b> .....	9	688
198	Winona.....	5	536	32	Baptiste Creek.....	14	702
193	Stoney Creek.....	5	541	27	Stoney Point.....	5	707
187	<b>HAMILTON</b> *.....	6	547	18	Belle River.....	9	716
<b>To Toronto, 39 Miles.</b>				1	<b>Windsor</b> .....	17	733
				(Detroit River.)			
				0	<b>DETROIT</b> , Mich. 1	734	

## DETROIT to GRAND HAVEN and MILWAUKEE.

<i>Detroit &amp; Milwaukee R. R.</i>							
274	<b>DETROIT</b> .....	0		157	Muir.....	10	117
270	Grand Trunk Junction..	4		150	IONIA.....	7	124
248	PONTIAC.....	22	26	135	Lowell.....	15	139
241	Waterford.....	7	33	116	<b>Grand Rapids</b> .....	19	158
227	HOLLY .....	14	47	June. <i>Grand Rapids &amp; Indiana R. R.</i>			
Junc. <i>Flint &amp; P. M. Railroad.</i>				107	Berlin.....	9	167
207	Gaines.....	20	67	88	Spring Lake.....	19	186
196	<b>OWOSO</b> .....	11	78	87	Ferrysburg.....	1	187
June. <i>Jackson, Lansing &amp; Saginaw R. R.</i>				85	<b>Grand Haven</b> .... 2	189	
186	Ovid .....	10	88	(Lake Michigan.)			
176	ST. JOHN'S.....	10	98	0	<b>MILWAUKEE</b> .....	85	274
167	Fowler.....	9	107	Connects with <i>Milwaukee &amp; St. Paul Railway</i> , and Steamers on <i>L. Michigan</i> .			

## BOSTON to DETROIT CHICAGO AND OMAHA.

*Boston and Albany Railroad.*

MILES.	STATIONS.	MILES.
734	<b>BOSTON</b> .....	0
690	<b>Worcester</b> .....	44
636	<b>Springfield</b> .....	54 98
583	<b>PITTSFIELD</b> .....	53 151
534	<b>ALBANY</b> .....	49 200

*New York Central Railroad.*

517	SCHENECTADY.....	17	217
439	<b>Utica</b> .....	78	295
425	ROME.....	14	309
387	<b>Syracuse</b> .....	38	347
342	LYONS.....	45	392
306	<b>Rochester</b> .....	36	428
250	LOCKPORT.....	56	484
230	<b>Suspension Br'ge</b> .....	20	504

*Great Western Railway of Canada.*

187	<b>Hamilton</b> .....	43	547
158	PARIS.....	28	576
111	<b>London</b> .....	47	623
46	CHATHAM.....	65	688
1	WINDSOR.....	45	733
0	<b>DETROIT</b> .....	1	734

*Michigan Central Railroad.*

284	<b>DETROIT</b> , Mich.....	734
281	Grand Trunk June.....	3 737
274	Dearborn.....	7 744
270	Inksters.....	4 748
266	Wayne.....	4 752
261	Secords.....	5 757
259	Denton's.....	2 759
254	<b>Ypsilanti</b> .....	5 764
250	Geddes.....	4 768
246	<b>Ann Arbor</b> .....	4 772
243	Foster's.....	3 775
241	Delhi .....	2 777
239	Scio.....	2 779
237	Dexter.....	2 781
229	Chelsea.....	8 789

MILES.	STATIONS.	MILES.
222	Francisco.....	7 796
218	Grass Lake.....	4 800
215	Leoni.....	3 803
212	Michigan Central.....	3 806
208	<b>Jackson</b> .....	4 810
203	Trumbull's.....	5 815
197	Parma.....	6 821
194	Concord.....	3 824
192	Bath Mills.....	2 826
188	Albion.....	4 830
183	Marengo .....	5 835
176	<b>Marshall</b> .....	7 842
171	Ceresco.....	5 847
169	White's.....	2 849
163	<b>Battle Creek</b> .....	6 855
158	Bedford.....	5 860
154	Augusta .....	4 864
149	Galesburg.....	5 869
144	Comstock .....	5 874
140	<b>Kalamazoo</b> .....	4 878
135	Ostemo.....	5 883
128	Mattawan .....	7 890
124	Lawton.....	4 894
122	White Oaks.....	2 896
116	Decatur.....	6 902
112	Tietsort's .....	4 906
105	Dowagiac.....	7 913
99	Pokagon.....	6 919
93	<b>Niles</b> .....	6 925
87	Buchanan.....	6 931
82	Dayton .....	5 936
79	Galien .....	3 939
75	Avery's.....	4 943
73	Three Oaks.....	2 945
66	New Buffalo.....	7 952
61	Corymbo .....	5 957
56	<b>Michigan City</b> ....	5 962
50	Furnessville.....	6 968
44	Porter.....	6 974
35	<b>Lake</b> .....	9 983
29	Tolleston.....	6 989
14	Calumet.....	15 1,004
0	<b>CHICAGO</b> .....	14 1,018

***Chicago and Northwestern Railroad.***

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.
492	<b>CHICAGO</b> .....	1,018	319	Wheatland.....	4 1,191
486	Austin.....	6 1,024	314	Loudon.....	5 1,196
483	Harlem.....	3 1,027	307	Clarence.....	7 1,203
476	Cottage Hill.....	7 1,034	302	Stanwood.....	5 1,208
472	Lombard.....	4 1,038	290	Lisbon .....	12 1,220
469	Danby.....	3 1,041	289	Mt. Vernon.....	1 1,221
467	Wheaton.....	2 1,043	282	Bertram.....	7 1,228
464	Winfield.....	3 1,046	273	<b>Cedar Rapids</b> .....	9 1,237
462	<b>Junction</b> .....	2 1,048	264	Fairfax .....	9 1,246
456	Geneva.....	6 1,054	248	Blairstown.....	16 1,262
451	La Fox.....	5 1,059	243	Luzerne.....	5 1,267
448	Blackberry.....	3 1,062	238	Belle Plains.....	5 1,272
441	Lodi .....	7 1,069	232	Chelsea.....	6 1,278
437	Cortland.....	4 1,073	222	Tama.....	10 1,288
434	De Kalb.....	3 1,076	215	Oxford.....	7 1,295
430	Malta.....	6 1,082	212	Legrand.....	3 1,298
422	Creston.....	6 1,088	203	Marshall .....	9 1,307
417	Rochelle.....	5 1,093	189	State Center.....	14 1,321
408	Ashton.....	9 1,102	181	Colo.....	8 1,329
404	Franklin .....	4 1,106	174	Nevada.....	7 1,336
399	Nachusa.....	5 1,111	162	Ontario.....	12 1,348
394	<b>Dixon</b> .....	5 1,116	152	<b>Boone</b> .....	10 1,358
388	Nelson.....	6 1,122	140	Ogden.....	12 1,370
382	Sterling.....	6 1,128	135	Beaver.....	5 1,375
379	Galt.....	3 1,131	128	Grand Junction.....	7 1,382
368	Morrison.....	11 1,142	122	North Jefferson.....	6 1,388
356	<b>Fulton</b> .....	12 1,154	113	Scranton.....	9 1,397
	<i>(Mississippi River.)</i>		104	Glidden.....	9 1,406
354	<b>Clinton</b> , Iowa.....	2 1,156	96	Carroll.....	8 1,414
	<b>IOWA DIVISION.</b>		86	Tip Top.....	10 1,424
354	<b>Clinton</b> , Iowa.....	1,156	83	West Side.....	3 1,427
349	Camanche.....	5 1,161	68	<b>Denison</b> .....	15 1,442
344	Low Moor.....	5 1,166	59	Crawford.....	9 1,451
340	Malone .....	4 1,170	51	Dunlap.....	8 1,459
335	De Witt.....	5 1,175	41	Woodbine.....	10 1,469
323	Calamus.....	12 1,187	25	Mo. Valley Junction.....	16 1,485
			10	Crescent.....	15 1,500
			4	<b>Council Bluffs</b> .....	6 1,506
			1	Missouri River.....	3 1,509
			0	<b>OMAHA</b> , Neb.....	1 1,510

OMAHA to OGDEN, Utah..... 1,032 Miles

OGDEN to SAN FRANCISCO, Cal .....

881 "

Total, BOSTON to SAN FRANCISCO, via Chicago..... 3,423 Miles.



## OMAHA to CHEYENNE, OGDEN, UTAH & SAN FRANCISCO.

### Union Pacific Railroad.

MILES.	STATIONS.	MILES.
1,032	<b>OMAHA</b> , Neb.,.....	0
1,022	Gilmore.....	10
1,017	Papillion.....	5 15
1,003	Elkhorn.....	14 29
997	Valley .....	6 35
985	<b>Fremont</b> *.....	12 47
978	Ketchum.....	7 54
970	North Bend.....	8 62
956	Schuyler.....	14 76
948	Richland.....	8 84
940	COLUMBUS.....	8 92
933	Jackson.....	7 99
923	Silver Creek.....	10 109
911	Clark's.....	12 121
900	Lone Tree.....	11 132
890	Chapman's.....	10 142
878	GRAND ISLAND*	12 154
870	Pawnee.....	8 162
860	Wood River.....	10 172
849	Gibbon.....	11 183
841	KEARNEY.....	8 191
831	Stevenson .....	10 201
820	Elm Creek.....	11 212
811	Overton.....	9 221
802	Plum Creek.....	9 230
792	Cayote .....	10 240
782	Willow Island.....	10 250
772	Warren.....	10 260
764	Brady Island.....	8 268
755	McPherson .....	9 277
741	NORTH PLATTE*	14 291
733	Nichols.....	8 299
724	O'Fallon's.....	9 308
710	Alkali.....	14 322
700	Roscoe.....	10 332
690	Ogalalla.....	10 342
681	Brule.....	9 351
671	Big Spring.....	10 361
655	JULESBURG.....	16 377

MILES.	STATIONS.	MILES.
645	Chappel.....	10 387
635	Lodge Pole.....	10 397
624	Colton.....	11 408
618	SIDNEY* .....	6 414
609	Brownson .....	9 423
599	Potter .....	10 433
590	Bennett .....	9 442
581	Antelope.....	9 451
569	Bushnell.....	12 463
559	Pine Bluff, W. Ter.	10 473
548	Egbert.....	11 484
536	Hillsdale .....	12 496
524	Archer.....	12 508
516	<b>CHEYENNE</b> .....	8 516

To DENVER, 106 Miles.

509	Hazard.....	7 523
501	Otto .....	8 531
496	Granite Canon .....	5 536
490	Buford .....	6 542
483	Sherman, (Summit).....	7 549
474	Harney.....	9 558
468	Red Buttes.....	6 564
462	Fort Sanders .....	6 570
459	LARAMIE*	3 573
451	Howell's.....	8 581
445	Wyoming .....	6 587
430	Cooper's Lake.....	15 602
426	Lookout .....	4 606
409	Rock Creek .....	17 623
394	Como .....	15 638
384	Medicine Bow.....	10 648
376	Carbon.....	8 656
370	Simpson .....	6 662
363	Percy .....	7 669
357	Dana .....	6 675
352	St. Mary's.....	5 680
344	Walcott's.....	8 688
336	Fort Steele.....	8 696
328	Grenville.....	8 704

\* Dining Stations.

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.		
323	RAWLINS*.....	5	709	696	TOANO.....	9	1,217
309	Separation.....	14	723	688	Pequop.....	8	1,225
295	Creston.....	14	737	676	Independence.....	12	1,237
280	Wash-a-kie.....	15	752	672	Moore's.....	4	1,241
271	Red Desert.....	9	761	668	Cedar.....	4	1,245
257	Table Rock.....	14	775	662	Wells.....	6	1,251
247	BITTER CREEK*.....	10	785	654	Tulasco.....	8	1,259
238	Black Buttes.....	9	794	642	Deeth.....	12	1,271
234	Hallville.....	4	798	625	Halleck.....	17	1,288
227	Point of Rocks.....	7	805	615	Osino.....	10	1,298
215	Salt Wells.....	12	817	605	ELKO*.....	10	1,308
201	Rock Springs.....	14	831	593	Moleen.....	12	1,320
187	Green River.....	14	845	582	CARLIN .....	11	1,331
174	BRYAN.....	13	858	572	Palisade.....	10	1,341
156	Granger.....	18	876	554	Beowawe.....	18	1,359
145	Church Buttes.....	11	887	544	Shoshone.....	10	1,369
128	Carter.....	17	904	533	Argenta .....	11	1,380
119	Bridger.....	9	913	516	Battle Mountain.....	17	1,397
104	Leroy.....	15	928	502	Stone House.....	14	1,411
95	Piedmont.....	9	937	490	Iron Point.....	12	1,423
77	Aspen.....	18	955	478	Golconda.....	12	1,435
75	Evanston, Utah .....	2	957	466	Tule.....	12	1,447
66	WAHSATCH*.....	9	966	461	WINNEMUCCA* .....	5	1,452
57	Castle Rock.....	9	975	450	Rose Creek .....	11	1,463
41	Echo .....	16	991	440	Raspberry Creek .....	10	1,473
25	Weber .....	16	1,007	433	Mill City.....	7	1,480
13	Devil's Gate.....	12	1,019	421	HUMBOLDT*.....	12	1,492
8	Uintah.....	5	1,024	410	Rye Patch.....	11	1,503
0	<b>OGDEN</b> .....	8	1,032	399	Oreana.....	11	1,514
To SALT LAKE CITY, 37 Miles.							
<i>Central Pacific Railroad.</i>							
881	<b>OGDEN</b> .....	1,032	388	Lovelock's.....	11	1,525	
856	Corinne .....	25	372	Brown's.....	16	1,541	
820	Promontory.....	36	360	White Plains .....	12	1,553	
807	Monument .....	13	345	Hot Springs.....	15	1,568	
790	Kelton.....	17	334	Desert.....	11	1,579	
759	Terrace .....	31	326	WADSWORTH*.....	8	1,587	
734	Luein .....	25	311	Clark's.....	15	1,602	
725	Tecoma, Nev.....	9	299	Camp.....	12	1,614	
715	Montello.....	10	291	RENO.....	8	1,622	
705	Loray .....	9	280	Verdi, Cal.....	11	1,633	
			265	Boca.....	15	1,648	
			257	TRUCKEE*.....	8	1,656	
			242	Summit, Sierras.....	15	1,671	
			236	Cascade .....	6	1,677	
			229	Cisco .....	7	1,684	

\* Dining Stations.

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.
220	Emigrant Gap.....	9	1,693	138	<b>SACRAMENTO.</b> 8
215	Blue Canon.....	5	1,698	112	Galt.....26
206	Alta .....	9	1,707	91	STOCKTON.....21
204	Dutch Flat .....	2	1,709	81	Lathrop.....10
201	Gold Run .....	3	1,712	74	Bantas .....
191	COLFAX*.....	10	1,722	69	Ellis.....5
173	Auburn .....	18	1,740	47	Livermore.....22
168	New Castle.....	5	1,745	41	Pleasanton .....
161	Pino.....	7	1,752	29	Niles.....12
159	Rocklin.....	2	1,754	6	Oakland.....23
156	June. <i>Cal. &amp; Or. R. R.</i> 3	1,757			(Bay of San Francisco.)
146	Arcade.....	10	1,767	0	<b>S. FRANCISCO.</b> 6
					1,913

## THE CENTRAL PACIFIC RAILROAD,

The Last Link in the Great chain of Railroads connecting the  
ATLANTIC AND PACIFIC OCEANS.

THE C. P. R. R.

CONNECTS WITH THE

Union Pacific Railroad at Union Junction,

ON THE NORTHERN SHORES OF GREAT SALT LAKE.

FROM THIS POINT TO

**SAN FRANCISCO,**

**THE CENTRAL PACIFIC RAILROAD**

Passes over a Route which presents the  
Most Varied and Attractive Scenery on the Continent.

The C. P. R. R. is a wonderful achievement of engineering skill and perfection in Railroad construction. The numerous connections of the **CENTRAL PACIFIC RAILROAD** by Rail, Steamers and Stages, enables the Traveller to reach any point either in

CALIFORNIA, OREGON AND BRITISH AMERICA,

OR ACROSS THE PACIFIC OCEAN TO

JAPAN, CHINA AND INDIA.

BOSTON TO ALBANY, BUFFALO, TOLEDO, CHICAGO,  
 DAVENPORT, OMAHA AND SAN FRANCISCO, Via  
 UNION PACIFIC RAILROAD.

*Boston and Albany Railroad.*

MILES.	STATIONS.	MILES.
200	<b>BOSTON</b>	0
179	<b>S. Framingham</b>	21
156	<b>WORCESTER</b>	23 44
	Junc. Norwich and Worcester R. R.	
131	<b>West Brookfield</b>	25 69
117	<b>Palmer</b>	39 83
102	<b>SPRINGFIELD</b>	15 98

Junction New Haven, Hartford and Springfield Railroad.

92	<b>Westfield</b>	10	108
49	<b>Pittsfield</b>	43	151
23	<b>Chatham</b>	26	177
0	<b>ALBANY</b>	23	200

*New York Central Railroad.*

298	<b>ALBANY</b>	200
281	<b>Schenectady</b>	17 217
224	<b>Little Falls</b>	57 274
203	<b>Utica</b>	21 295
188	<b>Rome</b>	14 309
176	<b>Oneida</b>	12 321
150	<b>SYRACUSE</b>	26 347
105	<b>Lyons</b>	45 392
69	<b>ROCHESTER</b>	36 428
59	Chili	11 439
55	Churchville	4 443

MILES.	STATIONS.	MILES.
52	Bergen	3 446
45	Byron	7 453
37	<b>Batavia</b>	8 461
30	Crofts	7 468
25	Corfu	5 473
20	Alden	5 478
17	Wende	3 481
11	Lancaster	6 487
8	Forks	3 490
0	<b>BUFFALO</b>	8 498

*Lake Shore Railroad.*

540	<b>BUFFALO</b>	498
530	Hamburg	10 508
526	Lake View	4 512
519	Angola	7 519
514	Farnham	5 524
511	Irving	3 527
509	Silver Creek	2 529
500	<b>Dunkirk</b>	9 538

Connects with Erie Railway.

491	Brocton	9 547
483	Westfield	8 555
475	Ripley	8 563
472	State Line	3 566
467	Northeast, Pa.	5 571
463	Morehead's	4 575
460	Harbor Creek	3 578
456	Wesleyville	4 582
452	<b>ERIE</b>	4 586

Connects with Philadelphia and Erie Railway.

444	Swanville	8 594
441	Fairview	3 597
437	GIRARD	4 601
432	Springfield	5 606
424	Conneaut	8 614
417	Kingsville	7 621

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.		
411	<b>Ashtabula</b> .....	6	627	226	Wood.....	7	812
406	Saybrook.....	5	632	223	Riga.....	3	815
402	Geneva.....	4	636	221	Blissfield.....	2	817
399	Unionville.....	3	639	217	Palmyra Junction.....	4	821
396	Madison.....	3	642	211	<b>Adrian</b> .....	6	827
391	Perry.....	5	647	206	Dover T't.....	5	832
386	PAINESVILLE.....	5	652	200	Clayton.....	6	838
379	Mentor.....	7	659	194	Hudson.....	6	844
375	Willoughby .....	4	663	187	Pittsford.....	7	851
371	Wickliffe.....	4	667	183	Osseo.....	4	855
366	Euclid .....	5	672	178	Hillsdale .....	5	860
357	<b>CLEVELAND</b> .....	9	681	174	Jonesville.....	4	864
356	Atlantic & Gt. W. Depot	1	682	168	Allen's.....	6	870
344	Berea.....	12	694	162	Quincey .....	9	876
341	Olmsted Falls.....	3	697	155	<b>Coldwater</b> .....	7	883
336	Ridgeville .....	5	702	145	Bronson.....	10	893
331	Elyria.....	5	707	138	Burr Oak.....	7	900
323	OBERLIN .....	8	715	132	Sturgis.....	6	906
318	Kipton.....	5	720	127	Side Track.....	5	911
313	Wakeman.....	5	725	120	White Pigeon.....	7	918
308	Townsend .....	5	730	114	Middlebury.....	6	924
301	Norwalk.....	7	737	109	Bristol .....	5	929
297	<b>Monroeville</b> .....	4	741	101	<b>Elkhart</b> .....	8	937
289	Bellevue.....	8	749	96	Osceola.....	5	942
282	<b>Clyde</b> .....	7	756	90	Mishawka.....	6	948
273	Fremont.....	9	765	86	South Bend.....	4	952
267	Lindsey .....	6	771	74	Terre C'pe.....	12	964
261	Elmore .....	6	777	73	N. Carlisle.....	1	965
257	Genoa.....	4	781	59	<b>Laporte</b> .....	14	979
252	Millbury.....	5	786	50	Holmesville.....	9	988
244	<b>TOLEDO</b> .....	8	794	47	Selkirk's.....	3	991
<hr/>							
<i>Michigan Southern Railroad.</i>							
244	<b>TOLEDO</b> .....	794	30	Miller's.....	11	1,008	
241	Junction.....	3	797	23	Pine .....	7	1,015
233	Sylvania.....	8	805	12	Ainsworth.....	10	1,026
<hr/>							
CHICAGO to OMAHA, Neb., via Davenport, Iowa, .....							
OMAHA to OGDEN, Utah, via Union Pacific Railroad,.....							
OGDEN to SAN FRANCISCO, Cal., via Central Pacific Railroad..							
Total, BOSTON to SAN FRANCISCO, .....							
3,445 Miles.							

CHICAGO to OMAHA, Neb., via Davenport, Iowa, ..... 494 Miles.

OMAHA to OGDEN, Utah, via Union Pacific Railroad,..... 1,032 “

OGDEN to SAN FRANCISCO, Cal., via Central Pacific Railroad.. 881 “

Total, BOSTON to SAN FRANCISCO, ..... 3,445 Miles.

**BUFFALO to CLEVELAND, TOLEDO AND CHICAGO, Via LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY.**
**BUFFALO AND ERIE DIVISION.**

MILES.	STATIONS.	MILES.
183	<b>BUFFALO</b> .....	0
173	Hamburg.....	10
169	Lake View.....	4 14
162	Angola.....	7 21
157	Farnham.....	5 26
154	Irving.....	3 29
152	Silver Creek.....	2 31
143	<b>Dunkirk</b> *.....	9 40

☞ Connects with the *Erie Railway*.

134	Brocton .....	9 49
126	WESTFIELD.....	8 57
118	Ripley.....	8 65
115	State Line.....	3 68
110	Northeast.....	5 73
103	Harbor Creek.....	7 80
95	<b>Erie</b> *.....	8 88

☞ Connects with *Phila. & Erie R. R.*

87	Swanville.....	8 96
84	Fairview.....	3 99
80	GIRARD.....	4 103
75	Springfield.....	5 108
67	Conneaut.....	8 116
60	Kingsville.....	7 123
54	ASHTABULA.....	6 129
49	Saybrook.....	5 134
45	Geneva.....	4 138
42	Unionville.....	3 141
39	Madison.....	3 144
34	Perry.....	5 149
29	PAINESVILLE.....	5 154
18	Willoughby.....	11 165
14	Wickliffe.....	4 169
9	Euclid .....	5 174
0	<b>CLEVELAND</b> .....	9 183

☞ Connects with *Railroads*, and  
*Steamers* on Lake Erie.

**TOLEDO DIVISION.**

113	<b>CLEVELAND</b> .....	183
100	BEREA.....	13 196

MILES.	STATIONS.	MILES.
87	Elyria.....	13 209
79	Oberlin.....	8 217
69	Wakeman.....	10 227
57	Norwalk.....	12 239
53	MONROEVILLE.....	4 243
38	CLYDE.....	15 258
29	FREMONT.....	9 267
13	Genoa .....	16 283
0	<b>TOLEDO</b> .....	13 296

**MICHIGAN SOUTHERN DIVISION.**

244	<b>TOLEDO</b> .....	296
241	Junction.....	3 299
233	Sylvania.....	8 307
223	Riga.....	10 317
217	Palmyra Junction.....	6 323
211	<b>Adrian</b> .....	6 329
200	Clayton.....	11 340
194	Hudson.....	6 346
187	Pittsford.....	7 353
183	Osseo .....	4 357
178	Hillsdale.....	5 362
174	Jonesville.....	4 366
162	Quincy.....	12 378
155	COLD WATER.....	7 385
145	Bronson.....	10 395
138	Burr Oak.....	7 402
132	Sturgis.....	6 408
120	WHITE PIGEON.....	12 420
114	Middlebury .....	6 426
101	<b>Elkhart</b> .....	13 439
96	Osceola.....	5 444
86	South Bend.....	10 454
73	North Carlisle.....	13 467
59	LAPORTE .....	14 481
50	Holmesville.....	9 490
41	Chesterton.....	9 499
30	Miller's.....	11 510
23	Pine.....	7 517
12	Ainsworth .....	11 528
6	Englewood.....	6 534
0	<b>CHICAGO</b> .....	6 540

## CLEVELAND to COLUMBUS, CINCINNATI AND ST. LOUIS.

*Cleveland, Columbus, Cincinnati & Indianapolis R. R.*

MILES.	STATIONS.	MILES.
138	<b>CLEVELAND</b> .....	0
	Mahoning Bridge.	
125	Berea.....	13
122	Olmsted.....	3 16
119	Columbia.....	3 19
112	GRAFTON.....	6 25
108	La Grange.....	5 30
101	Wellington.....	7 37
96	Rochester.....	5 42
90	New London.....	6 48
83	Greenwich.....	7 55
77	Shiloh.....	6 61
71	SHELBY.....	6 67
67	Sharon Siding.....	4 71
62	<b>CRESTLINE*</b> .....	5 76
58	Galion.....	4 80
52	Iberia.....	6 86
45	Gilead.....	7 93
41	Cardington.....	4 97
34	Ashley.....	7 104
30	Eden.....	4 108
24	<b>Delaware</b> .....	6 114
	Springfield Branch, 50 Miles.	
20	Berlin.....	4 118
16	Lewis Centre.....	4 122
14	Orange.....	2 124
11	Westerville.....	3 127
8	Worthington.....	3 130
0	<b>COLUMBUS</b> .....	8 138

*Little Miami Railroad.*

120	<b>COLUMBUS</b> .....	138
115	Alton.....	5 143
105	West Jefferson.....	10 153
100	Glade Run.....	5 158
95	LONDON.....	5 163
89	Florence.....	6 169
84	South Charleston.....	5 174

MILES.	STATIONS.	MILES.
79	Selma .....	5 179
73	Cedarville.....	6 185
69	Pierce's.....	4 189
65	<b>Xenia</b> .....	4 193
58	Spring Valley.....	7 200
56	Claysville.....	2 202
51	Corwin.....	5 207
45	Freeport.....	6 213
41	Fort Ancient.....	4 217
36	<b>MORROW</b> .....	5 222
31	South Lebanon.....	5 227
27	Foster's.....	4 231
23	LOVELAND.....	4 235
17	Miamiville.....	6 241
14	Milford.....	3 244
9	Plainville.....	5 249
3	Pendleton.....	6 255
0	<b>CINCINNATI</b> .....	3 258

## INDIANAPOLIS DIVISION.

*Cleveland, Columbus, Cincinnati & Indianapolis R. R.*

282	<b>CLEVELAND</b> .....	0
257	GRAFTON.....	25
215	SHELBY.....	42 67
207	<b>Crestline*</b> .....	8 75
202	Galion.....	5 80
195	Side Track.....	7 87
191	Caledonia.....	4 91
182	MARION.....	9 100
175	Gurleys.....	7 107
172	Cary's.....	3 110
168	La Rue.....	4 114
161	Mt. Victory.....	7 121
158	Ridgeway.....	3 124
151	Rushsylvania.....	7 131
148	Harper.....	3 134
142	BELLEFONTAINE.....	6 140
133	De Graff.....	9 149
130	Quincy.....	3 152
126	Pemberton.....	4 156

\* Dining Stations.

MILES.	STATIONS.	MILES.
120	SIDNEY.....	6
110	Houston.....	10
106	Russia.....	4
102	Versailles.....	4
97	Johnson's Mills.....	5
94	Dallas.....	3
85	<b>Union</b> *.....	9
81	Harrisville.....	4
75	Winchester.....	6
68	Farmland.....	7
64	Morristown.....	4
60	Selma.....	4
54	MUNCIE.....	6
48	Yorktown.....	6
43	Daleville.....	5
41	Chesterfield.....	2
36	Anderson.....	5
28	Pendleton.....	8
21	Fortville.....	7
16	McCord's.....	5
14	Oakland.....	2
10	Lawrence.....	4
0	<b>INDIANAPOLIS</b>	10
		282

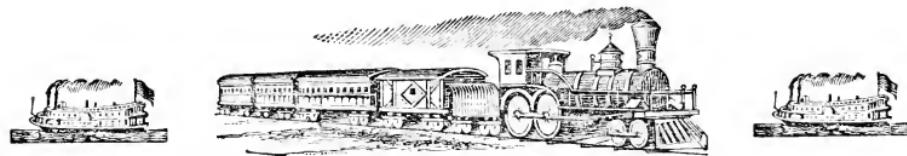
MILES.	STATIONS.	MILES.
262	<b>INDIANAPOLIS</b>	282
250	Avon.....	12
242	Danville.....	7
234	Reno.....	9
223	<b>Greencastle</b> .....	11
209	Carbon.....	14
198	Grant.....	11
190	<b>Terre Haute</b> .....	8
178	Vermillion.....	12
171	<b>Paris</b> .....	7
145	CHARLESTON*	26
140	Stockton.....	5
134	<b>Mattoon</b> *.....	6
122	Windsor.....	12
95	PANA.....	27
83	NOKOMIS*	10
67	Hillsboro'.....	18
56	Litchfield.....	11
46	Gillespie.....	10
37	BUNKER HILL.....	9
28	Moro.....	9
22	ALTON JUNCTION.....	6

To Alton, 5 Miles.

1	<b>East St. Louis</b> .....	21	543
0	<b>ST. LOUIS</b> .....	1	544

 Connects with the *Atlantic and Pacific*, *Missouri Pacific*, and *North Missouri Railroads*.

NOTE.—This Railway now comprises the *Columbus Division*, 138 miles; the *Springfield Branch*, 50 miles, and the *Indianapolis Division*, 207 miles,—making a total of 395 miles, known as the "BEE LINE."



### THIS IMPORTANT LINE OF TRAVEL

Forms the most Direct Route to

**COLUMBUS and CINCINNATI on the SOUTH,**  
AND TO

**INDIANAPOLIS and ST. LOUIS in the SOUTHWEST,**

Connecting with RAILROADS running to KANSAS, COLORADO, UTAH and CALIFORNIA.

**TOLEDO TO QUINCY, ST. LOUIS AND KEOKUK, Via TOLEDO,  
WABASH AND WESTERN RAILROAD.**

MILES.	STATIONS.	MILES.
476	<b>TOLEDO</b> .....	0
467	Maumee City.....	9
459	Whitehouse.....	8 17
448	Liberty.....	11 28
441	NAPOLEON.....	7 35
426	DEFIANCE.....	15 50
415	Emerald.....	11 61
405	Antwerp.....	10 71
388	New Haven.....	17 88
382	<b>Fort Wayne</b> .....	6 94

 Connects with *Pittsburgh, Fort Wayne and Chicago Railroad.*

367	Roanoke.....	15 109
358	Huntington .....	9 118
345	Lagro.....	13 131
340	WABASH.....	5 136
326	PERU.....	14 150
319	Waverly .....	7 157
310	LOGANSPORT .....	9 166
295	Rockfield.....	14 180
290	Delphi.....	6 186
281	Buck Creek.....	9 195
273	<b>Lafayette</b> .....	8 203
263	West Point.....	10 213
252	Attica.....	11 224
244	West Lebanon.....	8 232
234	State Line.....	10 242
226	DANVILLE .....	8 250
220	Catlin.....	6 256
213	Fairmount.....	7 263
206	Homer.....	7 270
190	TOLONO .....	16 286

*Junction Illinois Central Railroad.*

179	Norrie.....	11 297
173	Bement.....	6 303
164	Cerro Gordo.....	9 312
153	<b>Decatur</b> *.....	11 323

**ST. LOUIS DIVISION.**

MILES.	STATIONS.	MILES.
109	<b>Decatur</b> .....	323
102	Boody .....	7 330
90	Stonington .....	12 342
82	Taylorville .....	8 350
74	Palmer's.....	8 358
69	Morrison .....	5 363
61	Raymond .....	8 371
49	Litchfield .....	12 383
42	Drummond .....	7 390
36	Staunton .....	6 396
19	Edwardsville .....	17 413
1	<b>East St. Louis</b> .....	18 431
0	<b>ST. LOUIS</b> .....	1 432

153	<b>Decatur</b> .....	323
128	Mechanicsburg .....	25 348
114	<b>Springfield</b> .....	14 362
112	C. and A. Junction .....	2 364
97	Berlin .....	15 379
91	Alexander .....	6 385
80	JACKSONVILLE .....	11 396
70	Chapin .....	10 406
62	BLUFF'S.....	8 414

 Connects with *Hannibal and Naples Branch*, 50 Miles.

56	MEREDOSIA .....	6 420
48	Versailles .....	8 428
39	Mt. Sterling .....	9 437
33	Mounds .....	6 443
28	CLAYTON .....	5 448

 Connects with *Keokuk Branch*, 42 Miles in length.

22	Camp Point .....	6 454
15	Paloma .....	7 461
9	Cliola .....	6 467
0	<b>QUINCY</b> .....	9 476

 Connects at *Quincy and Hannibal*, with *Han. & St. Joseph R. R.*

*(Mississippi River.)*

# HANNIBAL AND QUINCY TO ST. JOSEPH AND KANSAS CITY, Via HANNIBAL AND ST. JOSEPH RAILROAD.



MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.	
206	<b>QUINCY</b> .....	0	29	Osborn.....	6 177	
204	West Quincy.....	2	21	Stewartsville.....	8 185	
198	North River.....	6 8	12	Easton.....	9 194	
191	<b>PALMYRA JUNCTION*</b> ...	7 15	6	Saxton.....	6 200	
206	<b>HANNIBAL</b> .....	0	0	<b>ST. JOSEPH</b> .....	6 206	
196	Barkley.....	10			<i>(Missouri River.)</i>	
191	<b>PALMYRA</b> Junction.....	5 15				
191	<b>PALMYRA</b> Junction*.....					
176	Monroe.....	15	30			
169	Hunnewell.....	7	37			
164	Lakenan.....	5	42			
159	Shelbina .....	5	47			
147	Clarence.....	12	59			
142	Round Grove.....	5	64			
139	Carbon .....	3	67			
136	<b>MACON</b> .....	3	70			
	<i>Junction North Missouri Railroad.</i>					
131	Bevier.....	5	75	55	<b>CAMERON</b> Juncton.....	171
127	Callao .....	4	79	45	Turney.....	10 181
120	New Cambria.....	7	86	39	<b>LATHROP</b> .....	6 187
112	Bucklin.....	8	94	32	Holt.....	7 194
106	St. Catherine.....	6	100	25	Kearney.....	7 201
102	<b>BROOKFIELD*</b> .....	4	104	20	Robertson.....	5 206
97	Laclede.....	5	109	15	Liberty.....	5 211
90	Meadville.....	7	116	7	Arnold.....	8 219
85	Wheeling.....	5	121	1	<b>HARLEM</b> .....	6 225
76	Chillicothe.....	9	130	0	<b>KANSAS CITY</b> ....	1 226
71	Utica.....	5	135			
66	Mooresville .....	5	140			
61	Breckenridge.....	5	145			
50	Hamilton.....	11	156			
43	Kidder.....	7	163			
35	<b>CAMERON</b> Junction*....	8	171			

\* Dining Stations.

Connects with *Kansas Pacific Railroad*, and with *Kansas City, St. Joseph and Council Bluffs Railroad*.

**THREE FAST EXPRESS TRAINS**, Crossing the Mississippi at Quincy, and the Missouri at Kansas City, on Iron Bridges,—running **PALACE DAY COACHES**, and **PULLMAN'S SLEEPING PALACES** from Chicago and Quincy to St. Joseph, Kansas City and Omaha—without change of Cars.

CHICAGO to ST. LOUIS, Via CHICAGO, ALTON & ST. LOUIS R. R.

## CHICAGO to QUINCY AND ST. JOSEPH, Mo.

*Chicago, Burlington and  
Quincy Railway.*

MILES.	STATIONS.	MILES.
263	<b>CHICAGO</b> .....	0
251	Riverside.....	12
245	Hinsdale.....	6 18
240	Downer's Grove.....	5 23
234	Naperville.....	6 29
225	AURORA.....	9 38
220	Oswego.....	5 43
217	Bristol.....	3 46
210	Plano.....	7 53
206	Sandwich.....	4 57
203	Somonauk.....	3 60
197	Leland.....	6 66
190	Earl.....	7 73
184	Meriden.....	6 79
179	<b>Mendota*</b> .....	5 84

Crossing Illinois Central Railroad.

171	Arlington.....	8 92
164	Malden.....	7 99
158	Princeton.....	6 105
150	Chicago, R. I., & P. Junc.	8 113
146	Buda.....	4 117
139	Neponset.....	7 124
131	Kewanee.....	8 132
123	GALVA .....	8 140
116	Altona.....	7 147
112	Oneida.....	4 151
107	Wataga.....	5 156
100	<b>Galesburg*</b> .....	7 163

**BURLINGTON DIVISION, 44 Miles.**

90	Abingdon.....	10 173
84	St. Augustine.....	6 179
80	Avon.....	4 183
77	Prairie City.....	3 186
71	Bushnell.....	6 192
67	Bardolph .....	4 196
59	MACOMB.....	8 204

MILES.	STATIONS.	MILES.
53	Colchester.....	6 210
51	Tennessee.....	2 212
45	Colmar.....	6 218
40	PLYMOUTH.....	5 223
36	Augusta.....	4 227
29	La Prairie.....	7 234
27	Toledo, W. & W. Junc..	2 236
21	Camp Point.....	6 242
16	Coatsburg.....	5 247
13	Paloma.....	3 250
11	Fowler.....	2 252
9	Cliola.....	2 254
0	<b>QUINCY*</b> .....	9 263

*(Mississippi River.)***Hannibal & St. Joseph R. R.**

206	<b>QUINCY</b> .....	263
191	<b>Palmyra</b> , Mo.....	15 278
176	Monroe.....	15 293
169	Hunnewell.....	7 300
159	Shelbina.....	10 310
147	Clarence .....	12 322
139	Carbon.....	8 330
136	<b>Macon*</b> .....	3 333
131	Bevier.....	5 338
127	Callao.....	4 342
120	New Cambria.....	7 349
112	Bucklin.....	8 357
106	St. Catherine.....	6 363
102	BROOKFIELD*.....	4 367
97	Laclede.....	5 372
90	Meadville .....	7 379
85	Wheeling.....	5 384
76	CHILLICOTHE.....	9 393
71	Utica.....	5 398
61	Breckenridge .....	10 408
50	Hamilton.....	11 419
43	Kidder.....	7 426
35	CAMERON*.....	8 434

\* Dining Stations.

## CAMERON and KANSAS CITY BRANCH.

MILES.	STATIONS.	MILES.
55	Cameron Junction.....	434
39	Lathrop.....	450
15	Liberty.....	24 474
1	HARLEM.....	14 488
0	<b>KANSAS CITY</b> .....	1 489

Junction *Kansas & Pacific Railroad.*

MILES.	STATIONS.	MILES.
35	Cameron Junetion.....	434
29	<b>Osborn</b> .....	6 440
21	Stewartsville.....	8 448
12	Easton.....	9 457
6	Saxton.....	6 463
0	<b>ST. JOSEPH</b> .....	6 469
	☞ Connects with <i>Kansas City, St. Joseph and Council Bluffs Railroad.</i>	

## CHIGAGO to BURLINGTON AND OMAHA.

*C., B. & Q., and Bur. & Mis-  
souri Railroad.*

503	<b>CHICAGO</b> .....	0
419	MENDOTA*.....	84
340	<b>Galesburg</b> *.....	79 163
331	Cameron.....	9 172
324	MONMOUTH.....	7 179
318	Young America .....	6 185
311	Biggsville.....	7 192
306	Sagetown.....	5 197
297	Carthage Junction.....	9 206

(Mississippi River.)

296	<b>BURLINGTON</b> , I. 1	207
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*Bur. & Missouri River R. R.*

296	<b>BURLINGTON</b> ....	207
287	Middletown.....	9 216
283	Danville.....	4 220
277	New London .....	6 226
268	Mt. Pleasant.....	9 235
261	Rome.....	7 242
254	Glendale.....	7 249
246	Fairfield.....	8 257
241	Whitfield.....	5 262
234	Batavia.....	7 269
227	Agency City.....	7 276
221	<b>Ottumwa</b> .....	6 282

Junction *North Missouri Railroad.*

213	Chillicothe.....	8 290
205	Frederic.....	8 298
196	ALBIA.....	9 307

188	Tyrone.....	8 315
182	Melrose.....	6 321
174	Russell .....	8 329
166	Chariton .....	8 337
158	Lucas.....	8 345
150	Woodburn.....	8 453
140	OSCEOLA.....	10 363
130	Murray.....	10 373
124	Thayer.....	6 379
116	Afton.....	8 387
106	CRESTON.....	10 397
101	Cromwell.....	5 402
92	Prescott.....	9 411
85	Corning.....	7 418
81	Brookville.....	4 422
76	Nodaway .....	5 427
71	Villisca.....	5 432
63	Stanton.....	8 440
55	RED OAK .....	8 448
	Connects with <i>Nebraska City Branch.</i>	
50	Hawthorn.....	5 453
46	Emerson.....	4 457
35	Milton.....	11 468
30	Loudon .....	5 473
25	Glenwood .....	5 478
21	<b>Pacific Junction</b> .....	4 482
	To PLATTSMOUTH, 4 Miles.	
19	Pacific City.....	2 484
11	Trader's Point.....	8 492
5	<b>Council Bluffs</b> .....	6 498
2	Missouri River .....	3 501
0	<b>OMAHA</b> .....	2 503

## CHICAGO to CAIRO &amp; ST. LOUIS, Via ILLINOIS CENTRAL R. R.

## CHICAGO DIVISION.

MILES.	STATIONS.	MILES.
365	<b>CHICAGO</b> .....	0
359	Hyde Park.....	6
351	CALUMET.....	8 14
342	Thornton.....	9 23
337	MATTESON.....	5 28
336	Richton .....	1 29
331	Monee.....	5 34
325	Peotone.....	6 40
319	Manteno.....	6 46
310	Kankakee.....	9 55
301	Chebanse.....	9 64
296	Clifton .....	5 69
288	Dauforth.....	8 77
284	GILLMAN .....	4 81
281	Onarga .....	3 84
278	Spring Creek.....	3 87
273	Bulkley .....	5 92
267	Loda.....	6 98
263	Paxton.....	4 102
257	Pera.....	6 108
252	Rantoul.....	5 113
247	Thomasboro' .....	5 118
238	CHAMPAIGN*.....	9 127
233	Savoy.....	5 132
228	TOLONO.....	5 137
224	Pesotum.....	4 141
216	Tuscola .....	8 149
208	Okaw.....	8 157
202	Milton.....	6 163
193	MATTOON.....	9 172
186	Ætna.....	7 179
181	Neoga .....	5 184
175	Sigel .....	6 190
166	<b>Effingham*</b> .....	9 199
99	<b>Effingham</b> .....	199
95	Funkhouser.....	4 203
82	St. Elmo.....	13 216
76	Brownstown.....	6 222
68	<b>Vandalia*</b> .....	8 230

MILES.	STATIONS.	MILES.
64	Hagarstown.....	4 234
50	Greenville .....	14 248
40	Pocahontas.....	10 258
36	Oakdale.....	4 262
31	Highland.....	5 267
18	Troy.....	13 280
12	Collinsv ile.....	6 286
1	<b>East St. Louis</b> .....	11 297
0	<b>ST. LOUIS</b> .....	1 298
160	Watson.....	6 205
154	Mason.....	6 211
151	EDGEWOOD.....	3 214
147	Laclede.....	4 218
143	Farina.....	4 222
137	Kinmundy.....	6 228
132	Alm .....	5 233
127	Tonti.....	5 238
121	ODIN.....	6 244
115	Central City.....	6 250
113	<b>Centralia*</b> .....	2 252
107	Irvington.....	6 258
100	Ashley.....	7 265
92	Dubois.....	8 273
86	Tamaroa.....	6 279
79	St. John's.....	7 286
77	<b>Du Quoin</b> .....	2 288
70	Elkville.....	7 295
64	De Soto.....	6 301
58	CARBONDALE.....	6 307
50	Makanda.....	8 315
43	Cobden.....	7 322
37	Jonesboro' .....	6 328
28	Dongola .....	9 337
25	Wetaug.....	3 340
21	Ullin.....	4 344
17	Pulaski.....	4 348
13	Villa Ridge.....	4 352
9	Mounds.....	4 356
0	<b>CAIRO</b> .....	9 365

 Connects with Steamers on the Ohio and Mississippi Rivers.

**CAIRO to DUBUQUE, Iowa, Via ILLINOIS CENTRAL RAILROAD,**  
 Connecting with STEAMERS on the OHIO and  
 MISSISSIPPI RIVER.

MILES.	STATIONS.	MILES.	MILES.	STATIONS.	MILES.
456	<b>CAIRO</b> .....	0	190	EL PASO.....	17 266
419	JONESBORO'.....	37		Junction Toledo, Peoria & Warsaw Railroad.	
399	CARBONDALE .....	20 57	168	WENONA.....	22 288
380	<b>Du Quoin</b> .....	19 76	147	LA SALLE.....	21 309
	Junction Bellville & Illinois Southern Railroad.			Junction Chicago, Rock Island & Pacific Railroad.	
358	ASHLEY .....	22 98	131	<b>Mendota</b> .....	16 325
343	<b>Centralia</b> *.....	15 113		Junction Chicago, Burlington and Quincy Railroad.	
	Junction Chicago Branch Illinois Central Railroad.		115	AMBOY.....	16 341
337	<b>Sandoval</b> .....	6 119	103	DIXON.....	12 353
	Junc. Ohio and Mississippi Railroad.			Junction Chicago and Northwestern Railroad.	
313	<b>Vandalia</b> * .....	24 143	90	POLO .....	13 366
	Crossing St. Louis, Vandalia & Indianapolis Railroad.		67	<b>Freeport</b> *.....	23 389
284	PANA.....	29 172		Junction Chicago and Northwestern Railroad.	
	Junction Indianapolis & St. Louis Railroad.		54	LENA.....	13 402
261	MACON.....	23 195	43	WARREN.....	11 413
251	<b>Decatur</b> .....	10 205		Junction Warren & Mineral Point Railroad.	
	Junction Toledo, Wabash & Western Railroad.		29	SCALES MOUND.....	14 427
230	CLINTON .....	21 226	17	GALENA.....	12 439
207	<b>Bloomington</b> *.....	23 249	1	DUNLEITH.....	16 455
	Junction Indianapolis, Bloomington & Western Railroad.		0	<b>DUBUQUE</b> .....	1 456



The MAIN LINE of the **Illinois Central Railroad** connects at **Dubuque** with the Iowa DIVISION, extending to SIOUX CITY, 325 Miles; and with STEAMERS, running on the UPPER MISSISSIPPI, to PRAIRIE DU CHIEN, LA CROSSE, WINONA and ST. PAUL.

## CHICAGO to DUBUQUE AND SIOUX CITY, Iowa.

*Chicago & Northwestern R. R.*

MILES.	STATIONS.	MILES.
188	<b>CHICAGO</b>	0
182	Austin	6
179	Harlem	3
178	Cottage Hill	1
172	Lombard	6
165	Danby	7
163	Wheaton	2
160	Winfield	3
158	JUNCTION	2
152	Wayne	6
149	Clintonville	3
146	ELGIN	3
138	Gilberts'	6
133	Huntley	5
125	Union	8
122	Marengo	3
116	Garden Prairie	6
110	Belvidere	6
104	Cherry Valley	6
95	<b>Rockford</b>	9
88	Winnebago	7
81	Pecatonica	107
74	Ridot	7
67	<b>Freeport</b>	7
		121
67	<b>Freeport</b>	121
59	Eleroy	8
54	Lena	5
47	Nora	7
43	WARREN	4
37	Apple River	6
29	Scales Mound	8
24	Council Hill	5
17	GALENA	7
8	Menominee	9
1	DUNLEITH	7
	(Mississippi River.)	187
0	<b>Dubuque</b>	1
		188

## IOWA DIVISION.

MILES.	STATIONS.	MILES.
325	<b>DUBUQUE</b>	188
315	Julien	10
310	Peosta	5
302	Farley	8
295	Dyersville	7
288	Earlville	7
284	Delaware	4
278	Manchester	6
271	Masonville	7
264	Winthrop	7
255	Independence	9
247	Jesup	8
239	Raymond	8
232	WATERLOO	7
227	Junc. C. F. & Minn. Div.	5
226	CEDAR FALLS	1
216	New Hartford	10
208	Parkersburg	8
203	Aplington	5
193	Arckley	10
183	IOWA FALLS	10
176	Alden	7
168	Williams	8
163	Blairsburg	5
153	Webster City	10
145	Duncombe	8
134	<b>Fort Dodge</b>	11
116	Manson	18
108	Pomeroy	8
99	Marvin	9
91	Newell	8
81	Storm Lake	10
75	Alta	6
68	Aurelia	7
60	Cherokee	8
53	Hazard	7
43	Marcus	10
35	Remsen	8
25	Le Mars	10
0	<b>SIOUX CITY</b>	25
	(Missouri River.)	513

**CHICAGO to MADISON, Wis., PRAIRIE DU CHIEN, and ST. PAUL.**

*Chicago & Northwestern R. R.*

**WISCONSIN DIVISION.**

MILES.	STATIONS.	MILES.
138	<b>CHICAGO</b>	0
126	Canfield	12
121	Des Plaines	5
116	Dunton	5
112	Palatine	4
106	Barrington	6
95	CRYSTAL LAKE	11
92	Ridgefield	3
87	Woodstock	5
75	HARVARD JUNCTION*	12
60	Caledonia	15
54	Roscoe	6
47	<b>Beloit</b>	7
40	Afton	7
34	Hanover	6
31	Footville	3
27	Magnolia	4
22	Evansville	5
10	Oregon	12
0	<b>MADISON</b>	10
		138

*Milwaukee & St. Paul R. R.*

313	<b>MADISON</b>	138
307	Middleton	6
299	Cross Plains	8
294	Black Earth	5
291	Mazomanie	3
284	Arena	7
277	Spring Green	7
270	Lone Rock	7
264	Avoca	6
258	MUSCODA	6
243	Boscobel	15
233	Wauzeka	10
226	Wright's Ferry	7
		225

MILES.	STATIONS.	MILES.
223	Bridgeport	3
215	<b>Prairie du Chien</b>	8
(Mississippi River.)		
215	<b>N. McGregor</b>	236
209	Giard	6
200	Monona	9
189	Postville	11
178	Ossian	11
172	Calmer	6
162	Ridgeway	10
153	CRESCO	9
142	Lime Springs	11
137	Chester	5
130	Le Roy	7
119	Adams	11
104	<b>Austin</b>	15
101	RAMSEY	3
98	Lansing	3
89	Blooming Prairie	9
80	Aurora	9
71	<b>Owatonna</b>	9
Junction Winona & St. Peter R. R.		
65	Medford	6
56	FARIBAULT	9
45	Dundas	11
42	Northfield	3
36	Castle Rock	6
29	Farmington	7
22	Rosemount	7
9	St. Paul Junction	13
8	MENDOTA	1
5	Minne-ha-ha	3
0	<b>Minneapolis</b>	5
<b>ST. PAUL</b>		
		448

Connects with the *St. Paul and Pacific Railroad*, and *Lake Superior and Mississippi Railroad*.



## MILWAUKEE TO PRAIRIE DU CHIEN AND ST. PAUL.

## Milwaukee and St. Paul R. R.

## PRAIRIE DU CHIEN DIVISION.

MILES.	STATIONS.	MILES.
194	<b>MILWAUKEE</b> ....	0
189	Wauwatosa.....	5
184	Elm Grove.....	5 10
180	Brookfield Junction.....	4 14

☞ Connects with *La Crosse Div.*

177	Forest House.....	3 17
173	Waukesha.....	4 21
166	Genesee.....	7 28
163	North Prairie.....	3 31
152	Palmyra.....	11 42
143	WHITEWATER.....	9 51
138	Lima.....	5 56
132	MILTON.....	6 62

☞ Connects with *Mouroe Br. R. R.*

130	Milton Junction.....	2 64
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*Junction Chicago and N. W. R. R.*

123	Edgerton.....	7 71
114	Stoughton.....	9 80
105	McFarland.....	9 89
98	<b>MADISON</b> .....	7 96

☞ Connects with *Madison Division, Chicago and N. W. Railroad.*

92	Middleton.....	6 102
84	Cross Plains.....	8 110
79	Black Earth.....	5 115
76	Mazomanie.....	3 118
69	Arena.....	7 125
62	Spring Green.....	7 132
55	Lone Rock.....	7 139
49	Avoca.....	6 145
43	MUSCODA.....	6 151
28	Boscobel.....	15 166
18	Wauzeka.....	10 176
11	Wright's Ferry.....	7 183
8	Bridgeport.....	3 186

*(Mississippi River.)*

0	<b>Prairie du Chien.</b>	8 194
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## IOWA AND MINNESOTA DIVISION.

MILES.	STATIONS.	MILES.
212	<b>North McGregor</b> .....	194
206	Giard.....	6 200
197	Monona.....	9 209
193	Luana.....	4 213
186	Postville.....	7 220
180	Castalia.....	6 226
175	Ossian.....	5 231
169	Calmer.....	6 237
166	Conover.....	3 240
159	Ridgeway.....	7 247
150	CRESCO.....	9 256
139	Lime Springs.....	11 267
134	Chester.....	5 272
127	Le Roy.....	7 279
116	Adams.....	11 290
101	<b>Austin</b> .....	15 305
98	RAMSEY.....	3 308

*Junction Southern Minnesota R. R.*

95	Lansing.....	3 311
86	Blooming Prairie.....	9 320
77	Aurora.....	9 329
68	<b>Qwatonna</b> .....	9 338

*Junction Winona and St. Peter R. R.*

62	Medford.....	6 344
53	FARIBAULT.....	9 353
42	Dundas.....	11 364
39	Northfield.....	3 367
33	Castle Rock.....	6 373
26	FARMINGTON.....	7 380
19	Rosemount.....	7 387
6	St. Paul Junction.....	13 400

MENDOTA.....	1	401
Minne-ha-ha.....	3	404
<b>Minneapolis</b> .....	5	409

**0 ST. PAUL**..... 6 406

☞ Connects with *St. Paul and Pacific, and Lake Superior and Mississippi Railroads.*

## CINCINNATI TO INDIANAPOLIS AND CHICAGO.

*Indianapolis, Cincinnati and  
Lafayette Railroad.*

MILES.	STATIONS.	MILES.
179	<b>CINCINNATI</b> .....	0
176	Sedamsville.....	3
174	South Side.....	2
171	Trautman's.....	3
168	Delhi.....	3
164	NORTH BEND.....	4
163	Cleves.....	1
161	Valley Junction.....	2
159	Elizabethtown.....	2
154	<b>Lawrenceburg</b> .....	5
153	Newtown.....	1
146	Guilford.....	7
145	Hansell's.....	1
139	Harman's.....	6
137	Weisburg.....	2
136	Vanweddens.....	1
128	MORRIS*.....	8
125	Batesville.....	3
119	New Point.....	6
115	McCoy's.....	4
111	GREENSBURG.....	4
105	Adam's.....	6
101	St. Paul.....	4
98	Waldron.....	3
95	Prescott.....	3
91	<b>Shelbyville</b> .....	4

*Junction Columbus Branch Railroad.*

84	FAIRLAND.....	7	95
80	London.....	4	99
79	Brookfield.....	1	100
77	Aeton.....	2	102
73	Gallaudet.....	4	106
64	<b>INDIANAPOLIS</b>	9	115

 Connects with all the Railroads running from Indianapolis,— East, West, North and South.

MILES.	STATIONS.	MILES
54	AUGUSTA .....	10 125
49	Zionville.....	5 130
43	Whitestown.....	6 136
40	Holmes.....	3 139
36	LEBANON.....	4 143
31	Hazelrigg.....	5 148
26	Thorntown.....	5 153
21	Colfax.....	5 158
12	Stockwell.....	9 167
8	Culver's.....	4 171
1	Junction.....	7 178
0	<b>Lafayette</b> .....	1 179

*Louisville, New Albany and  
Chicago Railroad.*

## NORTHERN DIVISION.

146	<b>Lafayette</b> .....	179
140	Battle Ground.....	6 185
133	Brookston.....	7 192
129	Chalmers.....	4 196
123	Reynolds.....	6 202
115	Bradford.....	8 210
107	Francisville.....	8 218
100	Medaryville.....	7 225
92	San Pierre.....	8 233
87	Kankakee.....	5 238
82	La Crosse.....	5 243
76	WANATAH.....	6 249
73	Haskell's.....	3 252
68	Westville.....	5 257
64	La Croix.....	4 261
63	Beatty's.....	1 262
56	<b>Michigan City</b> .....	7 269

 Connects with Michigan Central Railroad.

35	LAKE.....	21 290
14	Calumet.....	21 311
0	<b>CHICAGO</b> .....	14 325

PORLAND, Me., TO MONTREAL, QUEBEC, TORONTO  
AND DETROIT, Mich.

*Grand Trunk Railway.*

MILES.	STATIONS.	MILES.
297	<b>PORTLAND</b> .....	0
292	Falmouth.....	5
286	Yarmouth.....	6
285	Yarmouth Junction.....	1
275	New Gloucester.....	10
270	Danville Junction.....	5
256	Oxford.....	14
250	SOUTH PARIS.....	6
242	West Paris.....	8
232	Locke's Mills.....	10
227	Bethel.....	5
217	Gilead.....	10
211	Shelburne.....	6
206	GORHAM.....	5
199	Berlin Falls.....	7
194	Milan.....	5
175	Northumberland.....	19
167	Stratford.....	8
155	Wenlock.....	12
148	<b>Island Pond</b> *.....	7
137	Norton Pond.....	11
122	Coaticooke, Can.....	15
114	Compton.....	8
104	Lennoxville.....	10
101	SHERBROOKE.....	3
86	Windsor.....	15
76	RICHMOND.....	10
97	RICHMOND.....	221
85	Danville .....	12
72	Warwick.....	13
65	ARTHABASKA.....	7
56	Stanford .....	9
50	Somerset.....	6
42	Becancour.....	8
21	Black River.....	21
1	<b>Point Levi</b> .....	20
0	<b>QUEBEC</b> .....	1

MILES.	STATIONS.	MILES.
54	Acton.....	12
42	Britannia Mills.....	12
35	ST. HYACINTHE.....	7
22	St. Hilaire.....	13
15	St. Bruno.....	7
10	St. Hubert.....	5
7	St. Lambert.....	3
0	<b>MONTREAL</b> .....	7
	( <i>St. Lawrence River.</i> )	
333	<b>MONTREAL</b> .....	297
319	Pointe Claire.....	14
312	St. Anne's.....	7
	( <i>Ottawa River.</i> )	
309	Vaudreuil.....	3
296	Coteau Landing.....	13
279	Lancaster.....	17
266	CORNWALL.....	13
256	Dickinson's Landing.....	10
241	Morrisburg.....	15
234	Matilda.....	7
229	Edwardsburg.....	5
221	<b>Prescott</b> .....	8
	<i>Junc. St. Lawrence and Ottawa R. R.</i>	
213	Maitland.....	8
208	BROCKVILLE.....	5
	<i>Junc. Brockville and Ottawa R. R.</i>	
195	Malorytown.....	13
178	Gananoque.....	17
161	<b>Kingston</b> .....	17
146	Ernestown.....	15
136	Napanee.....	11
120	Shaunavon.....	15
113	BELLEVILLE.....	7
101	Trenton.....	12
92	Brighton.....	9
84	Colborne.....	8
77	Grafton.....	7
69	COBOURG.....	8
63	Port Hope.....	6
47	Newcastle.....	16
	<i>583</i>	

MILES.	STATIONS.	MILES.
43	Bowmanville.....	4
34	Oshawa.....	9
30	Port Whitby.....	4
21	Frenchman's Bay.....	9
17	Port Union.....	4
11	Scarboro.....	6
0	<b>TORONTO</b> .....	11

Junction *Northern Railway and Hamilton Branch Railroad.*

232	<b>TORONTO</b> .....	630
224	Weston.....	8
217	Malton.....	7
211	Brampton.....	6
203	Georgetown .....	8
197	Acton West.....	6
191	Rockwood.....	6
184	GUELPH.....	7
174	Breslau.....	10
170	Berlin.....	4
163	Petersburgh.....	7
157	Hamburgh.....	6
150	Shakespeare.....	7
144	<b>Stratford</b> .....	6

Junc. *Buffalo and Goderich Division.*

MILES.	STATIONS.	MILES.
134	ST. MARY'S.....	10
124	Granton.....	10
118	Lucan.....	6
112	Ailsa Craig.....	6
104	Park Hill.....	8
95	Widder.....	9
86	Forrest.....	9
77	Camlachie.....	9
64	<b>Sarnia</b> .....	13

Connects with Steamers on *St. Clair River* and *Lake Huron.*

62	<b>Port Huron</b> , Mich. 2	800
41	Ridgeway.....	21
35	New Baltimore.....	6
25	Mount Clemens.....	10
8	Milwaukee Junction.....	17
3	Detroit Junction.....	5
0	<b>DETROIT</b> .....	3

Connects with *Detroit and Milwaukee, Michigan Central, and Michigan Southern Railroad*; also with Steamers for *Chicago* and *Lake Superior.*

### BUFFALO TO GODERICH, Canada.

160	<b>BUFFALO</b> .....	0
158	Fort Erie.....	2
151	Bertie .....	7
141	PORT COLBORNE.....	10
128	Feeder.....	13
122	Dunnville.....	6
114	Canfield.....	8
101	Caledonia.....	13
84	BRANTFORD.....	17
76	<b>Paris</b> .....	8
68	Drumbo.....	8

63	Bright.....	5
53	Tavistock.....	10
45	<b>Stratford</b> .....	8
	Crossing <i>Grand Trunk Railway.</i>	
32	Mitchell .....	128
27	Carron Brook.....	133
12	Clinton.....	147
0	<b>GODERICH</b> .....	160

☞ Connects with Steamers running on *Lake Huron.*



ST. LOUIS TO ST. PAUL AND ST. ANTHONY FALLS,  
Via MISSISSIPPI RIVER.



MILES.	LANDINGS, &c.	MILES.
460	<b>ST. LOUIS</b> .....	0
454	Venice, Ill.....	6
448	Madison, Ill.....	6 12
440	Mouth Missouri River...	8 20
435	<b>Alton</b> , Ill.....	5 25
426	Portage des Sioux.....	9 34
417	Grafton, Ill.....	9 43
415	Mouth Illinois River....	2 45
410	Milan, Ill.....	5 50
395	Cap au Gris, Mo.....	15 65
383	Sterling, ".....	12 77
378	Falmouth, ".....	5 82
374	Hamburg, Ill.....	4 86
358	CLARKVILLE, Mo.....	16 102
346	LOUISIANA ".....	12 114
324	Saverton ".....	22 136
316	<b>Hannibal</b> ".....	8 144

Junction *Han. & St. Joseph R. R.*

306	Marion, Mo.....	10	154
296	<b>Quincy</b> , Ill.....	10	164

Junction *Chicago, Burlington and Quincy Railroad, and Toledo, Wabash and Western Railroad.*

284	Langrange, Mo.....	12	176
274	CANTON, ".....	10	186
254	Alexandria, ".....	20	206
252	WARSAW, Ill.....	2	208
248	<b>Keokuk</b> , Iowa.....	4	212

Junc. *Des Moines Valley Railroad.*

	HAMILTON, Ill.....	212
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Junction *Toledo, W. and W. R. R.*

242	Sandusky, Iowa.....	6	218
236	Montrose, ".....	6	224
234	NAUVOO CITY, Ill.....	2	226

MILES.	LANDINGS, &c.	MILES.
226	<b>Fort Madison</b> , Ia..	8 234
220	Pontoosuc, Ill.....	6 240
218	Dallas City, " .....	2 242
205	<b>Burlington</b> , Iowa...	13 255

*Junction Burlington & Missouri River Railroad.*

190	OQUAWKA, Ill.....	15 270
178	Keithsburg, " .....	12 282
172	NEW BOSTON, Ill.....	6 288
162	Port Louisa, Iowa.....	10 298
144	<b>Muscatine</b> " .....	18 316
135	Fairport, " .....	9 325
124	Buffalo, Ill.....	11 336
118	Rockingham, Iowa.....	6 342
113	<b>Rock Island</b> , Ill...	5 347

*Crossing Chicago, Rock Island and Pacific Railroad.*

113	<b>Davenport</b> , Iowa...	347
110	MOLINE, Ill.....	3 350
95	Le Claire, Iowa.....	15 365
	Port Byron, Ill.....	365
89	Princeton, Iowa.....	6 371
	Cordova, Ill.....	371
79	Camanche, Iowa.....	10 381
76	Albany, Ill.....	3 384
70	<b>Clinton</b> , Iowa.....	6 390

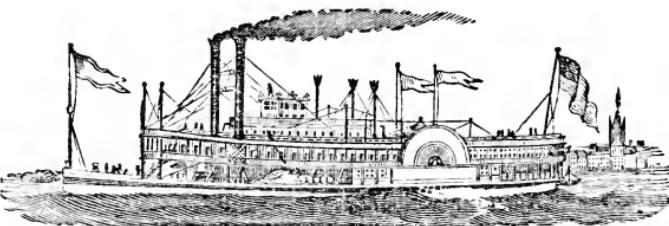
*Cross. Chicago, & Northwestern R. R.*

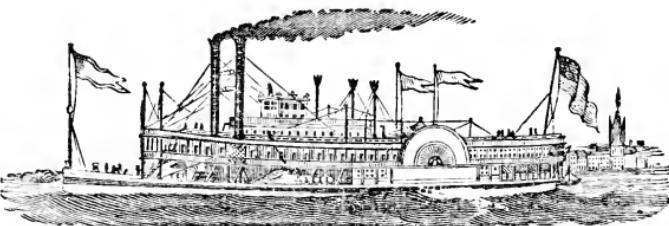
68	FULTON, Ill.....	2 392
	LYONS, Iowa.....	392
48	Sabula " .....	20 412
44	SAVANNA, Ill.....	4 416
20	Bellevue, Iowa.....	24 440

*Dunleith, Ill.....*

0	<b>DUBUQUE</b> , Iowa...	20 460
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*Junction Illinois Central Railroad.*

MILES.	LANDINGS, &c.	MILES.	LANDINGS, &c.	MILES.
373	<b>DUBUQUE</b> , Iowa...	460	125	WABASHA, Minn.....10
358	Potisi, Wis.....15	475	119	Reed's Landing, Minn... 6
343	Buena Vista, Iowa.....15	490	117	Foot Lake Pepin..... 2
339	Cassville, Wis.....4	494	111	North Pepin, Wis..... 6
329	GUTTENBURG, Iowa.....10	504	105	<b>Lake City</b> , Minn..... 6
317	Clayton, ".....12	516	98	Maiden Rock, Wis..... 7
306	<b>McGregor</b> , Iowa.....11	527	94	Frontenac, Minn..... 4
	Crossing Milwaukee & St. Paul R. R.		89	Head Lake Pepin..... 5
303	<b>Prairie du Chien</b> . 3	530	77	RED WING, Minn.....12
289	Lynxville, Wis.....14	544	49	PRESCOTT, Wis.....28
273	LANSING, Iowa.....16	560		Mouth St. Croix River.
267	De Soto, Wis.....6	566	48	Point Douglass, Minn... 1
257	Victory, ".....10	576	45	<b>Hastings</b> , " ... 3
247	Bad Ax City.....10	586		Junction Hastings and Dakota R. R.
231	BROWNSVILLE, Minn....16	602	39	Ninninger, Minn..... 6
219	<b>La Crosse</b> , Wis.....12	614	13	<b>ST. PAUL</b> .....26
	Junc. Milwaukee & La Crosse R. R.		8	MENDOTA .....
217	La Crescent, Minn..... 2	616	7	Fort Snelling..... 1
201	Richmond, ".....16	632	5	Falls of Minne-ha-ha.... 2
196	Trempeleau, Wis..... 5	637	0	<b>MINNEAPOLIS</b> ... 5
179	<b>Winona</b> , Minn.....17	654		833
	Junction Winona & St. Peter's R. R.			<b>Falls of St. Anthony.</b>
167	FOUNTAIN CITY, Wis....12	666		
153	Mount Vernon, Minn....14	680		
149	MINNEISKA " .... 4	684		
135	Alma, Wis.....14	698		

 The Lake Superior and Mississippi Railroad runs from St. Paul to Duluth, Minn., 155 Miles; and the St. Paul and Pacific Railroad runs to the Red River of the North, to connect with the Northern Pacific Railroad.

**A Daily Line of Steamers**, of a large class, run from ST. LOUIS to DUBUQUE and ST. PAUL, affording a most delightful Summer Excursion.

# RAILROADS IN THE UNITED STATES AND CANADA, FINISHED AND IN PROGRESS OF CONSTRUCTION.

NAME.	FROM	TO	MILES.
ADIRONDACK, N. Y.....	Saratoga Springs.....	North River.....	60
ALABAMA AND CHATTANOOGA.....	Chattanooga, Tenn.....	Green Pond.....	169
Southern Division*.....	Meridian, Miss.....	Black Warrior.....	67
Albany and Susquehanna.....	Albany, N. Y.....	Binghamton.....	142
Alexandria and Fredericksburg*.....	Alexandria, Va.....	Fredericksburg.....	40
Alexandria and Washington.....	Alexandria, Va.....	Washington.....	7
Alleghany Valley.....	Oil City, Pa.....	Pittsburgh.....	131
Androscoggin.....	Brunswick, Me.....	Farmington.....	63
Arkansas Central*.....	Helena, Ark.....	Little Rock.....	100
Ashuelot.....	Keene, N. H.....	South Vernon.....	23
Atchison, Topeka and Santa Fé*.....	Atchison, Kan.....	Emporia.....	61
Atlanta and Richmond*.....	Atlanta, Geo.....	Charlotte, N. C.....	250
Atlanta and West Point.....	Atlanta, Geo.....	West Point.....	87
Atlantic and Great Western.....	Salamanca, N. Y.....	Cincinnati, O.....	446
" " " " "	Meadville, Pa.....	Cleveland, O.....	112
ATLANTIC AND GULF.....	Savannah, Geo.....	Bainbridge.....	236
Florida Branch.....	Lawton, ".....	Quincy, Fla.....	156
Atlantic and North Carolina.....	Goldsboro, N. C.....	Morehead City.....	95
ATLANTIC AND PACIFIC.....	St. Louis, Mo.....	State Line.....	330
Van Buren Branch*.....	Pierce City ".....	Van Buren, Ark.....	125
Augusta and Savannah.....	Augusta, Geo.....	Millen .....	58
Avon, Genesee and Mt. Morris.....	Avon, N. Y.....	Mt. Morris.....	16
BALTIMORE AND OHIO.....	Baltimore, Md.....	Wheeling, W. Va.....	379
Washington Branch.....	Relay House.....	Washington, D. C.....	31
Annapolis Branch.....	Annapolis Junction.....	Annapolis.....	21
Frederick Branch.....	Monocacy Station.....	Frederick .....	3
Metropolitan Branch*.....	Point of Rocks, Md.....	Washington, D. C.	
Washington County.....	Hagerstown, Md.....	Hagerstown June.	25
Winchester and Potomac.....	Harper's Ferry.....	Strasburg, Va.....	51
Connellsville Branch.....	Cumberland, Md.....	Pittsburgh, Pa.....	150
Parkersburg Branch.....	Grafton, W. Va.....	Parkersburg.....	104
Central Ohio Division.....	Bellaire, Ohio.....	Columbus .....	137
Lake Erie Division.....	Newark, ".....	Sandusky .....	116
Baltimore and Potomac*.....	Baltimore, Md.....	Potomac River.....	72
Bangor and Piscataquis.....	Oldtown, Me.....	Dover .....	40
Barclay and Coal Company.....	Towanda, Pa.....	Barelay .....	16
Baring and Lewy's Island.....	Baring, Me.....	Lewy's Island.....	17
Baton Rouge and Opelousas.....	Baton Rouge, La.....	Lombard .....	28
Belfast and Moosehead.....	Belfast, Me.....	Burnham .....	33
Belvidere Delaware.....	Trenton, N. J.....	Manunka Chunk..	68
Bennington and Rutland.....	Rutland, Vt.....	Chat. 4 Cor'ns.....	114

\* Unfinished Railroads.

NAME.	FROM	TO	MILES.
Blossburg and Corning.....	Corning, N. Y.....	Fall Brook.....	48
Blue Ridge.....	Anderson, S. C.....	Walhalla.....	33
BOSTON AND ALBANY.....	Boston, Mass.....	Albany, N. Y.....	200
Brookline Branch.....	Boston, ".....	Brookline.....	4
Newton Branch.....	West Newton.....	Newton .....	3
Saxonville Branch.....	Natick.....	Saxonville.....	5
Milford Branch.....	Framingham.....	Milford.....	12
Millbury Branch.....	Grafton.....	Millbury.....	4
Grand Junction .....	Brighton .....	East Boston .....	9
Boston, Concord and Montreal.....	Concord, N. H.....	Littleton .....	113
Boston, Clinton and Fitchburg.....	South Framingham.....	Fitchburgh.....	37
BOSTON, HARTFORD AND ERIE.....	Boston, Mass.....	South Bridge .....	70
Woonsocket Division.....	Boston, ".....	Woonsocket, R. I. ....	38
Norwich and Worcester Division...	New London, Conn.....	Worcester .....	73
Western Division.....	Moore's Mills, Conn.....	Fishkill L'g, N. Y. ....	
BOSTON AND LOWELL.....	Boston .....	Nashua, N. H.....	40
Woburn Branch.....	" .....	Woburn Cen.....	10
Lowell and Lawrence .....	Lowell .....	Lawrence .....	13
Stoneham Branch.....	Boston .....	Stoneham .....	12
Stony Brook.....	Nashua .....	Wilton .....	15
Salem and Lowell .....	Lowell .....	Salem .....	24
BOSTON AND PROVIDENCE.....	Boston, Mass.....	Providence, R. I. ....	44
Dedham Branch.....	" " .....	Dedham .....	10
Stoughton.....	" " .....	Stoughton.....	18
Mill Village Branch.....	Dedham .....	Mill Village.....	
BOSTON AND MAINE.....	Boston .....	Portland, Me.....	111
Reading Branch.....	Boston .....	South Reading.....	
Medford Branch.....	Boston .....	Medford .....	5
Great Falls Branch.....	Rollingsford, N. H. ....	Great Falls.....	3
Brooklyn, Bath and Coney Island.....	Brooklyn, N. Y.....	Coney Island. ....	8
Brockville and Ottawa.....	Brockville, Can.....	Sand Point.....	75
Perth Branch.....	Smith's Falls.....	Perth .....	10
Brunswick and Albany.....	Brunswick, Geo .....	Willicoochie.....	100
Buffalo and Washington.....	Buffalo, N. Y.....	East Aurora .....	17
Buffalo, Corry and Pittsburgh.....	Brocton, ".....	Corry, Pa.....	43
Buffalo, Bayou, Brazos and Col*.....	Harrisburg, Texas.....	Austin .....	200
BURLINGTON AND MISSOURI RIVER.....	Burlington, Iowa.....	Omaha, Neb.....	296
" " " " .....	Plattsburgh .....	Lincoln, Neb.....	55
Nebraska City Branch.....	Red Oak, Iowa.....	East Nebraska.....	50
Burlington, Cedar Rapids and Minn.....	Burlington, Iowa.....	Mankato, Minn....	330
Burlington and Keokuk, Iowa.....	" " .....	Keokuk .....	43
Cairo and Fulton*.....	Cairo .....	Fulton, Ark .....	
Calais and Baring.....	Calais, Me.....	Baring .....	6
California and Oregon.....	Sacramento.....	Tehama, Cal.....	122
California Pacific.....	Vallejo, Cal.....	Sacramento .....	69
Marysville Branch.....	Davis Junction.....	Marysville .....	43

\* Unfinished Railroads.

NAME.	FROM	TO	MILES.
CAMDEN AND AMBOY.....	South Amboy.....	Camden, N. J.....	62
"    "    ".....	New Brunswick.....	Trenton.....	26
Trenton Branch.....	Trenton, N. J.....	Bordentown.....	6
Burlington and Mount Holly.....	Burlington, N. J.....	Mt. Holly.....	7
Pemberton and Heightstown.....	Camden.....	Heightstown.....	50
Vincentown Branch.....	Vincentown.....	Mount Holly.....	3
Freehold and Jamesburg.....	Monmouth Junetion.....	Farmingdale.....	
Camden and Atlantie.....	Cooper's Point.....	Atlantie, N. J.....	61
Canada Central.....	Ottawa.....	Carleton Place.....	29
Cape Cod.....	Middleboro, Mass.....	Orleans.....	94
Cape May and Millville.....	Millville.....	Cape May.....	44
Carrollton and Oneida.....	Carrollton.....	Oneida.....	12½
Catasauqua and Fogellsville.....	Catasauqua, Pa.....	Alburtis.....	
Catawissa, Pa.....	Williamsport.....	Tamaqua.....	99
Central Georgia.....	Savannah.....	Macon.....	190
Milledgeville and Eatonton Br.....	Gordon.....	Eatonton.....	28
Central Iowa*.....	Mason City.....	Mo. State Line.....	240
Central of New Jersey.....	New York.....	Harrisburg, Pa.....	182
South Branch.....	Somerville.....	Flemington.....	
Central Ohio.....	Bellaire, Ohio.....	Columbus.....	137
Central Branch Union Pacific.....	Atchison, Kan.....	Waterville.....	100
CENTRAL PACIFIC.....	Ogden, Utah.....	San Francisco.....	881
Alameda Branch.....	San Francisco.....	Haywards.....	
Oakland Branch.....	Oakland, Cal.....	Brooklyn.....	
San Jose Branch.....	San Francisco.....	San Jose.....	47
Visalia Branch.....	Lathrop, Cal.....	Modesto.....	20
Central Texas*.....			
Charleston and Savannah.....	Charleston, S. C.....	Coosawatchie.....	62
Charlotte, Columbia and Augusta.....	Charlotte, N. C.....	Augusta, Geo.....	195
Cheraw and Darlington.....	Cheraw, S. C.....	Florence.....	
CHESAPEAKE AND OHIO.....	Richmond, Va.....	White Sulphur Sp.....	227
Cheshire.....	Fitchburg, Mass.....	Bellows Falls.....	64
Chester Valley.....	Bridgeport, Pa.....	Downington.....	22
CHICAGO AND ALTON.....	Chicago.....	East St. Louis.....	280
Jacksonville Division.....	Bloomington.....	Monticello, June.....	151
CHICAGO, BURLINGTON AND QUINCY.....	Chicago, Ill.....	Quincy.....	263
Burlington Branch.....	Galesburg.....	Burlington.....	43
Peoria    "    ".....	".....	Peoria.....	53
Rushville    "    ".....	Buda.....	Rushville.....	110
Batavia and Galena.....	Aurora.....	Galena Junction.....	
Galva and New Boston.....	Galva.....	New Boston.....	51
Chicago, Cincinnati and Louisville.....	Laporte, Ind.....	Peru.....	73
Chicago, Danville and Vincennes.....	Chicago, Ill.....	Momence.....	53
Chicago and Michigan Lake Shore.....	New Buffalo, Mich.....	Kal. & S. H. June.....	61
CHICAGO AND NORTHWESTERN.....	Chicago, ".....	Green Bay, Wis.....	242
Milwaukee Division.....	".....	Milwaukee.....	84
Peninsula Division.....	Escanaba, Mich.....	Negaunee.....	63
Madison Division.....	Chicago .....	Madison, Wis.....	138

NAME.	FROM	TO	MILES.
Kenosha Division.....	Kenosha .....	Rockford .....	72
Fox River Valley.....	Elgin .....	Richmond .....	33
Galena Division.....	Chicago .....	Freeport.....	121
"      ".....	Junction .....	Clinton, Iowa.....	138
Iowa Division, (East).....	Clinton.....	Boone, ".....	202
"      " (West).....	Boone .....	Missouri River.....	151
CHICAGO, ROCK ISLAND AND PACIFIC.....	Chicago, Ill.....	Rock Island.....	182
Iowa Division, (East).....	Davenport, Iowa.....	Mitchelville.....	158
"      " (West).....	Mitchelville .....	Missouri River.....	153
Peoria Branch.....	Bureau, Ill.....	Peoria.....	47
Oskalossa Branch.....	Wilton, Iowa.....	Washington .....	49
Chicago and St. Paul*.....	St. Paul.....	Winona, Minn.....	105
Chicago and South Western*.....	Davenport, Iowa.....	Leavenworth.....	
Cinn., Cumber'd Gap and Charleston.....	Morristown, Tenn.....	Wolf Creek.....	40
CINN., SANDUSKY AND CLEVELAND.....	Sandusky, Ohio.....	Cincinnati.....	215
Findlay Branch.....	Carey .....	Findlay.....	16
London ".....	Springfield .....	London.....	20
CINCINNATI, HAMILTON AND DAYTON.....			
Dayton and Michigan.....	Cincinnati, Ohio.....	Detroit, Mich.....	267
Cincinnati and Indianapolis.....	"      " .....	Indianapolis.....	124
Junction Railway.....	Connersville .....	Muncey.....	43
Cincinnati, Richmond and Chicago.....	Hamilton, Ohio.....	Chicago .....	294
Cincinnati and Muskingum Valley.....	Cincinnati .....	Zanesville.....	168
CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS.....			
Cleveland, Ohio.....	Columbus .....	Columbus .....	138
Indianapolis Division.....	Crestline .....	Indianapolis.....	207
Springfield Branch.....	Columbus .....	Springfield .....	50
Cleveland and Pittsburgh.....	Cleveland, Ohio.....	Pittsburgh, Pa.....	150
Tuscarawas Branch.....	Bayard .....	New Philadelphia .....	32
Cleveland, Mt. Vernon and Delaware.....	Cleveland, Ohio.....	Millersburg.....	87
Cobourg and Peterboro, Canada .....	Cobourg .....	Peterboro.....	29
Colebrookdale, Pa.....	Pottstown .....	Boyerstown.....	8½
Colorado Central.....	Denver, Col.....	Golden City .....	16
Columbus and Hocking Valley .....	Columbus, Ohio.....	Nelsonville .....	62
Concord, Claremont and Contoocook.....	Concord, N. H.....	Bradford .....	27
Contoocook River Branch.....	Contoocook .....	Hillsboro Bridge...	15
Concord, N. H.....	Nashua .....	Concord .....	35
Concord and Portsmouth.....	Concord, N. H.....	Portsmouth .....	59
Connecticut River.....	Springfield, Mass.....	Brattleboro, Vt.....	60
Chicopee Falls Branch.....	"      " .....	Chicopee Falls.....	5½
Connecticut and Passumpsic Rivers.....	North Derby, Vt.....	White River Junc.....	110
Cooperstown and Susquehanna.....	Junction .....	Cooperstown, N. Y. ....	16
Cumberland and Pennsylvania.....	Cumberland .....	Piedmont .....	34
Cumberland Valley.....	Harrisburg, Pa.....	Hagerstown, Md. ....	74
Danbury and Norwalk.....	Norwalk, Conn.....	Danbury .....	23
Danville, Urbana and Pekin.....	Danville, Ill.....	Pekin .....	117
Dayton and Union.....	Dayton, Ohio.....	Union .....	47
Dayton, Xenia and Western.....	Xenia, " .....	Richmond .....	57

NAME.	FROM	TO	MILES.
Delaware.....	Wilmington.....	Crisfield†.....	135
Smyrna Branch.....	Clayton.....	Smyrna.....	1½
Delaware and Hudson.....	Scranton, Pa.....	Carbondale.....	17
DELAWARE, LACKAWANNA & WESTERN. New York.....	Great Bend.....	196	
Lackawanna and Bloomsburg Div. Scranton, Pa.....	Northumberland.....	80	
Cayuga Division.....	Oswego, N. Y.....	Ithaca.....	33
Denver Pacific.....	Denver, Col.....	Cheyenne.....	106
Denver and Rio Grande*.....	Denver, ".....	Colorado City.....	80
Denver and Santa Fé*.....	Denver, ".....	Santa Fé.....	430
Des Moines Valley.....	Keokuk, Iowa.....	Grand Junction.....	211
Detroit and Milwaukee.....	Detroit, Mich.....	Grand Haven.....	189
Dexter and Newport.....	Dexter, Me.....	Newport.....	14
Dorchester and Delaware.....	Cambridge.....	Seaford, Md.....	33
Dover and Winnipissiogeo.....	Dover, N. H.....	Alton Bay.....	23
Dubuque and Southwestern.....	Dubuque, Iowa.....	Cedar Rapids.....	79
DUBUQUE AND SIOUX CITY.....	Dubuque, ".....	Sioux City.....	325
East Pennsylvania.....	Allentown.....	Reading.....	36
East Tennessee and Georgia.....	Chattanooga, Tenn.....	Knoxville.....	110
Dalton Branch.....	Cleveland.....	Dalton.....	
East Tennessee and Virginia.....	Knoxville, Tenn.....	Bristol, Va.....	130
ESTERN.....	Boston, Mass.....	Portsmouth, N. H.	56
Marblehead Branch.....	Salem.....	Marblehead.....	4
Lawrence Branch.....	Salem.....	Lawrence.....	21
Saugus Branch.....	South Malden.....	Lynn.....	6
South Reading Branch.....	Salem.....	Lynnfield.....	
Gloucester Branch.....	Beverly.....	Rockport.....	20
Amesbury Branch.....	Salisbury.....	Amesbury.....	5
Eastern Kentucky.....	Hunnewell.....	Riverton.....	13
Eastern Shore.....	Delmar, Del.....	Crisfield.....	38
Edgefield and Kentucky.....	Nashville.....	Guthrie.....	47
ERIE, New York.....	New York.....	Dunkirk.....	460
Buffalo Division.....	Elmira.....	Buffalo.....	142
Rochester Division.....	Corning.....	Rochester.....	94
Northwestern Division.....	Hornellsville.....	Buffalo.....	91
Mahoning Division.....	Cleveland.....	Youngstown.....	65
Newburgh Branch.....	Greenwood.....	Newburgh.....	19
Newark Branch.....	Paterson.....	Newark.....	11
Warwick Branch.....	Greycourt.....	Warwick.....	10
Montgomery Branch.....	Goshen.....	Guilford.....	23
Unionville Branch.....	Middletown.....	Unionville.....	14
Honesdale Branch.....	Lackawaxen.....	Honesdale.....	25
Bradford Branch.....	Carrollton.....	Gilesville.....	26
Eric and Pittsburgh.....	Erie, Pa.....	Pittsburgh.....	148
European and North American, Can. St. John, New B.....	P'tn du Chene†.....	108	
Western Division.....	St. John, "	Maine State Line.....	88
European and North American*.....	Bangor, Me.....	Mattawamkeag.....	58

† Connects with Steamers for Charlottetown and Quebec.

‡ Connects with Steamers running to Norfolk Va.

NAME.	FROM	TO	MILES.
Evansville and Crawfordsville.....	Evansville, Ind.....	Rockville.....	132
Evansville, Henderson and Nashv'le.	Evansville, ".....	Madisonville.....	51
"                          ".....	Guthrie, Ken.....	Hopkinsville.....	26
Evansville, Terre Haute and Chicago.	Terre Haute, Ind.....	Dansville, Ill.....	55
Fairhaven, Mass.....	New Bedford.....	Hyannis.....	
FITCHBURG, Mass.....	Boston .....	Fitchburg.....	50
Watertown Branch.....	Boston .....	Waltham.....	10½
Marlboro' Branch .....	South Acton.....	Marlboro'.....	13
Peterboro' and Shirley.....	Groton Junction.....	Mason Village.....	23
Fitchburg and Worcester.....	Fitchburg, Mass.....	Worcester.....	26
Flemington .....	Flemington, N. J.....	Lambertville.....	12
Flint and Pere Marquette*.....	Holly, Mich.....	Averill's.....	77
Bay City Branch.....	East Saginaw.....	Bay City.....	13
Florida .....	Fernandina.....	Florida Keys.....	154
Florida, Atlantic and Gulf.....	Junction .....	Jacksonville.....	138
Flushing and North Side.....	Hunter's Point, L. I.....	Bayside .....	
Fort Wayne, Jackson and Saginaw.	Fort Wayne.....	Jackson .....	100
Fort Wayne, Muncie and Cincinnati.	Connersville .....	Fort Wayne.....	109
Galveston, Houston and Henderson.	Galveston, Texas.....	Houston .....	50
GEORGIA .....	Augusta.....	Atlanta .....	171
Athens Branch.....	Union Point.....	Athens.....	40
Augusta and Milledgeville.....	Camak.....	Milledgeville.....	
Washington Branch.....	Barnett.....	Washington.....	18
Grand Rapids and Indiana*.....	Fort Wayne.....	Paris, Mich.....	202
Grand River Valley .....	Jackson, Mich.....	Hastings.....	62
GRAND TRUNK, Canada .....	Montreal.....	Portland, Me.....	297
Quebec Division .....	Richmond.....	Point Levi.....	96
Riviere du Loup Branch.....	Point Levi.....	Riviere du Loup.....	125
Arthabaska Branch.....	Arthabaska.....	Three Rivers.....	35
Montreal and Champlain.....	Montreal.....	Rouses P't, N. Y....	49
Montreal, Lachine & Province Line.	Montreal.....	Province Line.....	40
Montreal to Toronto.....	Montreal.....	Toronto .....	333
Toronto to Sarnia.....	Toronto .....	Point Edward.....	163
Sarnia to Detroit.....	Fort Gratiot, Mich....	Detroit.....	73
Buffalo to Goderich.....	Buffalo, N. Y.....	Goderich, Can.....	160
GREAT WESTERN, Canada .....	Suspension Bridge.....	Detroit, Mich.....	230
Erie and Niagara Line.....	Fort Erie, Can.....	Niagara.....	31
Toronto Branch .....	Hamilton, ".....	Toronto.....	39
Guelph Branch.....	Harrisonburg .....	Guelph.....	28
Sarnia Branch.....	London.....	Sarnia.....	61
Petrolia Branch.....	Petrolia.....	Wyoming .....	6
GREENVILLE AND COLUMBIA.....	Greenville, S. C.....	Columbia .....	144
Abbeville Branch.....	Cokesbury .....	Abbeville.....	12
Anderson Branch.....	Belton.....	Andersonville .....	9
HANNIBAL AND ST. JOSEPH .....	Hannibal, Mo.....	St. Joseph.....	206
Quincy Branch.....	Quincy .....	Palmyra, Mo.....	15
Kansas City Branch.....	Cameron .....	Kansas City .....	55
Hannibal and Naples.....	Bluffs, Ill.....	Hannibal.....	50

NAME.	FROM	TO	MILES.
Hannibal and Moberly.....	Hannibal, Mo.....	Moberly.....	70
Hanover Branch and Gettysburg.....	Hanover Junction.....	Gettysburg, Pa.....	30
Hartford, Providence & Waterbury.....	Providence, R. I.....	Waterbury.....	123
Hastings and Dakota*.....	Hastings, Minn.....	Lakeville.....	30
Hempfield .....	Wheeling, Va.....	Washington, Pa....	35
Housatonic.....	Bridgeport, Conn.....	Pittsfield, Mass....	110
State Line Branch.....	Van Deusenville.....	N. Y. State Line...	15
Houston-Tap and Brazoria .....	Houston, Tex.....	Columbia.....	50
Houston and Texas Central.....	Houston, “ .....	Calvert.....	130
Hudson RIVER.....	New York.....	Troy.....	150
Hudson and Boston.....	Hudson, N. Y.....	Chatham.....	17
Hunnewell .....	Greenupsburgh.....	Cannell Mines.....	14
Huntingdon and Broad Top.....	Huntingdon.....	Mt. Dallas.....	44
Broad Top City Branch.....	Saxton.....	Dudley.....	
ILLINOIS CENTRAL.....	Dunleith .....	Cairo.....	456
Chicago Branch.....	Chicago.....	Centralia.....	253
Iowa Division.....	Dubuque, Iowa.....	Sioux City.....	326
Cedar Falls and Minnesota.....	Cedar Falls, Iowa.....	Mona.....	75
INDIANAPOLIS, BLOOMINGTON & WESTERN.....	Indianapolis.....	Peoria, Ill.....	212
INDIANAPOLIS, CINN. AND LAFAYETTE.....	Cincinnati.....	Lafayette .....	179
Martinsville Division.....	Fairfield .....	Martinsville.....	
White Water Valley Division .....	Cincinnati.....	Hagerstown.....	88
Indianapolis and Vincennes.....	Indianapolis, Ind.....	Vincennes.....	116
Indianapolis, Peru and Chieago.....	Indianapolis, “ .....	Peru.....	75
INDIANAPOLIS AND ST. LOUIS.....	Indianapolis, “ .....	St. Louis.....	262
Ionia and Lansing.....	Ionia, Mich.....	Lansing .....	37
Iowa Falls and Sioux City .....	Iowa Falls.....		
Iron, Ohio.....	Ironhton.....	Centre .....	13
Janestown and Franklin.....	Janestown.....	Oil City.....	50
Jackson, Lansing and Saginaw.....	Jackson, Mich.....	Wenona.....	116
Jeffersonville, Mad. & Indianapolis.....	Jeffersonville.....	Indianapolis.....	108
Madison Branch.....	Columbus .....	Madison.....	45
Jeffersonville and New Albany.....	Jeffersonville, Ind....	New Albany.....	
Junction and Breakwater.....	Lewes, Del.....	Harrington.....	40
Kalamazoo and Grand Rapids.....	Kalamazoo, Mich.....	Grand Rapids.....	58
Kalamazoo and South Haven.....	Kalamazoo, “ .....	South Haven.....	
Kansas City, St. Joseph & C. Bluffs.....	Kansas City, Mo.....	Council Bluffs.....	200
Kansas and Neosho Valley*.....			
Kansas City & Santa Fé Division.....	Kansas City.....	Ottawa, Kan.....	53
KANSAS PACIFIC.....	Kansas “ .....	Dener, Col.....	638
Leavenworth Branch.....	Junction .....	Leavenworth.....	31
Kentucky Central .....	Covington.....	Nicholasville.....	112
Kentucky Improvement.....	Greenupsburgh.....	Coal Mines.....	15
Keokuk, Iowa City and Minnesota.....	Keokuk.....		
Keokuk and St. Paul.....	Keokuk.....	Burlington .....	44
King's Mountain.....	Chester, S. C.....	Yorkville.....	22
Kingston and Rocky Hill, N. J.....	Monmouth Junction..	Rocky Hill.....	
Knoxville and Charleston.....	Knoxville, Tenn.....	Maryville.....	16

NAME.	FROM	TO	MILES.
Knoxville and Kentucky.....	Knoxville.....		
<b>LAKE SHORE AND MICHIGAN SOUTHERN.</b>			
Buffalo and Erie Division.....	Buffalo, N. Y.....	Cleveland, O.....	183
Toledo Division.....	Cleveland.....	Toledo.....	113
Michigan Southern Division.....	Toledo.....	Chicago.....	243
Detroit Division.....	Toledo.....	Detroit, Mich.....	64
Monroe Branch.....	Monroe.....	Adrian.....	32
Jackson Branch.....	Adrian.....	Jackson.....	45
Kalamazoo Division.....	White Pigeon.....	Grand Rapids.....	
Lake Erie and Louisville.....	Fremont, Ohio.....	Findlay.....	37
<b>LAKE SUPERIOR AND MISSISSIPPI.</b>			
Minneapolis Branch.....	Duluth, Minn.....	St. Paul.....	155
Stillwater Branch.....	White Bear Lake.....	Minneapolis.....	14
Laurel Fork and Sand Hill.....	" " "	Stillwater.....	13
Leavenworth, Lawrence & Galveston.	Lawrence, Kan.....	Thayer.....	94
Lebanon Valley, Pa.....	Reading.....	Harrisburg.....	54
Lehigh and Susquehanna.....	Green Ridge.....	Easton, Pa.....	120
Lehigh Valley & Penn. & N. Y. Canal.	Easton, Pa.....	Waverly Junction.....	206
Mahonoy and Hazleton Branches.	Easton, "	Mt. Carmel.....	100
Lexington and Arlington.....	Boston, Mass.....	Lexington.....	11
Lexington and Big Sandy.....	Bellefont, Ky.....	Buena Vista.....	10
Little Miami, Ohio.....	Columbus.....	Cincinnati.....	120
Little Rock and Fort Smith*.	Little Rock, Ark.....	Fort Smith.....	160
Little Schuylkill.....	Port Clinton, Pa.....	Tamaqua.....	20
London and Port Stanley.....	London, Can.....	Port Stanley.....	24
Long Branch and Sea Shore.....	Sandy Hook, N. J.....	Long Branch.....	11
Long Island, N. Y.....	Hunter's Point.....	Greenport.....	94
Sag Harbor Branch.....	Manor, L. I.....	Sag Harbor.....	35
Louisville, Cincinnati and Lexington.	Louisville, Ky.....	Covington.....	107
Lexington Branch.....	Junction .....	Lexington .....	66
<b>LOUISVILLE, N. ALBANY AND CHICAGO.</b>			
New Albany, Ind.....	Mich. City, Ind.....		288
Louisville, New Albany & St. Louis*.	Louisville.....	St. Louis.....	250
<b>LOUISVILLE AND NASHVILLE.</b>			
Bardstown Branch.....	Bardstown Junction.....	Bardstown.....	17
Knoxville Branch.....	Bardstown "	Mt. Vernon.....	107
Richmond Branch.....	Richmond "	Richmond.....	34
Macon and Brunswick.....	Macon, Geo.....	Hawkinsville.....	50
Macon and Western.....	Macon, "	Atlanta.....	103
Mahanoy and Little Schuylkill.....	Herndon, Pa.....	Tamaqua.....	62
Maine Central.....	Portland .....	Bangor.....	138
Manchester and Lawrence.....	Manchester, N. H.....	Lawrence.....	26
Manchester and North Weare.....	Manchester, "	North Weare.....	19
<b>MARIETTA AND CINCINNATI.</b>			
Hillsboro' Branch.....	Cincinnati, O.....	Marietta.....	199
Portsmouth Branch.....	Blanchester .....	Hillsboro' .....	
Marquette and Ontonagon.....	Marquette, Mich.....	Champion.....	
Maryland and Delaware.....	Clayton, Del.....	Hillsboro' .....	
Massawippi Valley.....	North Derby, Vt.....	Lenoxville, Can....	

NAME.	FROM	TO	MILES.
Mauch Chunk and Summit Hill.....	Mt. Pisgah, Pa.....	Summit Hill.....	9
McGregor and Missouri River.....	McGregor, Iowa.....	Mason City.....	130
McMinville and Manchester.....	McMinville, Tenn.....	Tullahoma.....	34
MEMPHIS AND LOUISVILLE.....	Louisville, Ky.....	Memphis, Tenn.....	377
Memphis and Little Rock.....	Huntersville, Ark.....	Duvall's Bluff.....	40
Memphis, El Paso and Pacific*.....	Memphis .....	San Diego, Cal.....	
MEMPHIS AND CHARLESTOWN.....	Memphis, Tenn.....	Chattanooga.....	309
Florence Branch.....	Tuscumbia.....	South Florence.....	
MICHIGAN CENTRAL.....	Detroit, Mich.....	Chicago, Ill.....	284
Middleburgh and Schoharie.....	Middleburgh, N. Y.....	Central Bridge.....	
Middleboro' and Taunton.....	Middleboro', Mass.....	Taunton .....	10 $\frac{1}{2}$
Mill Creek and Mt. Carbon.....	Pottsville, Pa.....	Trackville .....	
Millstone and New Brunswick.....	Millstone, N. J.....	New Brunswick....	
MILWAUKEE AND ST. PAUL.....	Milwaukee, Wis.....	Prairie du Chien.....	194
Iowa and Minnesota Division.....	N. McGregor, Iowa....	St. Paul, Minn.....	212
La Crosse Division.....	Milwaukee, Wis.....	La Crosse.....	195
Northern Division.....	Milwaukee " .....	Portage City.....	96
" " .....	Watertown.....	Sun Prairie.....	26
" " .....	Horicon.....	Winneconne .....	58
Madison Line.....	Junction .....	Madison.....	42
Monroe Line.....	Milton Junction.....	Monroe.....	43
Mine Hill and Schuylkill Haven.....	Schuylkill Haven.....	Trevorton .....	28
Mineral Point.....	Warren, Ill.....	Mineral Point, Wis.....	32
MISSISSIPPI CENTRAL.....	Humboldt, Tenn.....	Canton, Miss.....	253
Mississippi, Gainesville & Tuscaloosa.....	Gainesville, Ala.....	Gainesville June .....	22
Mississippi and Tennessee.....	Memphis, Tenn.....	Grenada .....	100
Missouri, Kansas and Texas*.....	Junction City.....	Chetopa.....	178
Missouri River, Fort Scott and Gulf*.....	Kansas City.....	Fontana .....	55
Missouri Valley.....	Harlem, Mo.....	Savannah.....	84
Mobile and Girard.....	Columbus, Ga.....	Troy .....	84
MOBILE AND OHIO†.....	Mobile, Ala.....	Columbus, Ky.....	472
Columbus Branch .....	Artesia.....	Columbus, Miss....	13
Mobile and Montgomery.....	Montgomery, Ala.....	Mobile.....	186
Montclair, N. J.....	Jersey City .....	Greenwood Lake...	
Montgomery and Decatur.....	Montgomery .....		
Montgomery and West Point.....	Montgomery .....	West Point.....	88
Columbus Branch .....	Opelika .....	Columbus, Ga.....	28
Montgomery and Eufala.....	Montgomery .....	Mitchell's.....	
MORRIS AND ESSEX.....	New York.....	Easton, Pa.....	85
Boonton Branch.....	Denville, N. J.....	Boonton .....	6
Chester, " .....	Dover, " .....	Chester.....	13
Sussex, " .....	Waterloo " .....	Newton .....	11
Mountain Link & Schuylkill Valley.....	Pottsville, Pa.....	Tamaqua.....	17 $\frac{1}{2}$
NASHVILLE AND CHATTANOOGA.....	Nashville, Tenn.....	Chattanooga.....	151
Shelbyville Branch.....	Wartrace .....	Shelbyville .....	
Nashville and Decatur.....	Nashville .....	Decatur .....	122
Nashville and Northwestern.....	" .....	Hickman.....	170

+ Connects by Steamer with Cairo, Ill., 20 Miles.

NAME.	FROM	TO	MILES.
Naugatuck, Conn.....	Bridgeport.....	Winsted.....	61
Newark and Bloomfield.....	Newark.....	Montclaire.....	5
Newark and New York.....	".....	New York.....	9
New Brunswick and Canada.....	St. Andrew's, N. B.....	Richmond.....	89
St. Stephen's Branch.....	Watt's Junction.....	St. Stephens.....	19
New Bedford & Taunton & Branch.....	New Bedford.....	Providence.....	55
Newburyport, Mass.....	Boston.....	Newburyport.....	40
New Haven, Hartford, & Springfield.....	New Haven, Conn.....	Springfield, Mass.....	62
Middletown Branch.....	Berlin.....	Middletown.....	10
N. Haven, N. London & Stonington.....	New Haven, Conn.....	Providence.....	112
N. Haven, Middleton & Willim'ntie.....	".....	Willimantic.....	52
New Haven and Northampton.....	".....	Williamsburg.....	84
Collinsville Branch.....	Farmington.....	Collinsville.....	8
New Jersey.....	New York.....	New Brunswick.....	32
New Jersey Midland*.....	Weehawken, N. J.....	N. York State L.....	68
New Jersey Southern.....	Sandy Hook.....	Philadelphia.....	89
Long Branch.....	Junction.....	Long Branch.....	5
Tom's River Branch.....	Junction.....	Tom's River.....	8
New Lisbon, Ohio.....	Leetonia.....	New Lisbon.....	11
New London and Northern.....	New London.....	Grout's Corner.....	100
New Orleans and Carrollton.....	New Orleans.....	Carrollton.....	
New Orleans, Jackson and G. North.....	New Orleans.....	Canton, Miss.....	206
New Orleans, Mobile & Chattanooga.....	New Orleans.....	Mobile.....	140
N. Orleans, Opelousas & Gt. Western†.....	Algiers, La.....	Brashear.....	80
New Orleans and Ohio.....	Paducah, Ky.....	Union City.....	62
New York and New Haven.....	New York.....	New Haven.....	76
New York and Harlem.....	".....	Rutland, Vt.....	241
NEW YORK CENTRAL.....	Albany.....	Buffalo.....	296
".....	Rochester.....	Suspension Bridge.....	76
".....	Troy.....	Schenectady.....	21
Athens Branch.....	Schenectady.....	Athens.....	
Auburn Branch.....	Syracuse.....	Rochester.....	104
Rochester and Charlotte Branch.....	Rochester.....	Charlotte.....	6
Canandaigua, Batavia & Tonawa'a.....	Canandaigua.....	Towanda.....	86
Batavia and Attica.....	Batavia.....	Attica.....	12
Buffalo, Niagara Falls & Lewiston.....	Buffalo.....	Lewiston.....	28
NEW YORK AND OSWEGO MIDLAND*.....	Oswego, N. Y.....	N. Jersey State L.....	215
Auburn Branch*.....	Auburn.....	Norwich.....	65
New Berlin Branch.....	New Berlin.....	Guilford.....	22
Delhi Branch.....	Delhi.....	Walton.....	15
Ellenville Branch.....	Ellenville.....	Summitville.....	8
Montelair Branch*.....	Greenwood Lake.....	Jersey City.....	40
Morristown Branch.....	Montelair, N. J.....	Morristown.....	13
Niles and New Lisbon.....	Niles, Mich.....	New Lisbon.....	33
Norfolk and Petersburg.....	Norfolk, Va.....	Petersburg.....	81
North Carolina.....	Goldsboro.....	Charlotte.....	223
North Easton, S. C.....	Charleston.....	Florence.....	102

\* Connects at Brashear, La., with Morgan's Line of Steamships for Galveston, Texas, 240 Miles.

NAME.	FROM	TO	MILES.
North Louisiana and Texas*	Delta, La.	Monroe	72
NORTH MISSOURI			
Eastern and Western Divisions	St. Louis, Mo.	Kansas City	272
Northern Division	Moberly Junction	Ottumwa	130
Columbia Branch	Centralia	Columbia	22
North Pennsylvania	Philadelphia	Bethlehem	55
NORTHERN PACIFIC*	Duluth, Minn.	Puget Sound	1,775
Portland Branch*	Mississippi River	Portland, Or.	1,100
Puget Sound Branch*	Portland	Puget Sound	145
Northern, Canada	Toronto	Collingwood	94
Northern New Jersey	New York	Piermont	24
NORTHERN CENTRAL			
Baltimore and Susquehanna R'v	Baltimore, Md.	Sunbury, Pa.	138
Elmira Division	Sunbury	Elmira, N. Y.	218
Canandaigua Division	Elmira, N. Y.	Rochester, N. Y.	98
Shamokin Division	Sunbury	Mount Carmel	28
Wrightsville Branch	York, Pa.	Wrightsville	14
Northern New Hampshire	Concord	Wells River June	69
Bristol Branch	Franklin	Bristol	15
Norwich and Worcester	Norwich	Worcester	73
Nova Scotia, Canada	Halifax	Pictou	113
Windsor Branch	"	Windsor	45
Ogdensburg and Lake Champlain	Ogdensburg, N. Y.	Rouse's Point	118
OHIO AND MISSISSIPPI	Cincinnati, Ohio	St. Louis, Mo.	340
Louisville Branch	North Vernon	Jeffersonville	53
Oil City and Pithole	Oleopolis, Pa.	Pithole	7
Oil Creek and Alleghany River	Irvineton	Corry	95
OLD COLONY AND NEWPORT	Boston, Mass.	Newport, R. I.	67
Middleboro and Myrick's	Middleboro	Myrick's	
Plymouth and South Braintree	South Braintree	Plymouth	26
Dorchester and Milton	Dorchester	Milton	8
Abington and Bridgewater	Abington	Bridgewater	7
Omaha and Southwestern	Omaha, Neb.	Lincoln	67
ORANGE, ALEXANDRIA & MANASSAS	Washington, D. C.	Lynchburgh, Va.	178
Manassas Branch	Manassas	Harrisburg	85
Warrenton Branch	Warrenton Junction	Warrenton	
Oregon and California*			
Oswego and Rome	Oswego, N. Y.	Rome	71
Oswego and Syracuse	" "	Syracuse	35
PACIFIC, Missouri	St. Louis	Atchison, Kan.	330
Boonville Branch	Tipton	Boonville	25
Paducah and Gulf	Paducah, Ken.	Troy	63
Peninsula	Climax, Mich.	Lansing	55
Pennsylvania & New York Canal	Waverly	Tonawanda	20
PENNSYLVANIA CENTRAL	Philadelphia	Pittsburgh	354
Columbia Branch	Intersection	Rohrerstown	30
York Branch	Columbia	York, Pa.	13
Mifflin and Centre County Branch	Penn. Railro'd Depot	Milroy	13

NAME.	FROM	TO	MILES
Ebensburg and Cresson Branch.....Cresson.....	Ebensburgh.....	Ebensburgh.....	11
Butler Branch.....	Intersection.....	Butler.....	21
Indiana Branch.....	Blairsville Inter.....	Indiana.....	19
Hollidaysburg and Newry Branch.....Altoona.....		Newry.....	11
Waynesburg Branch.....	Downington.....	Waynesboro.....	18
Bald Eagle Division.....	Tyrone.....	Lock Haven.....	55
Clearfield Division.....	".....	Clearfield.....	38
Western Pennsylvania Branch.....Blairsville Inter.....	Alleghany City.....	64	
Pensacola and Louisville.....	Pensacola, Fla.....	Junction.....	44
Peoria, Pekin and Jacksonville.....	Peoria, Ill.....	Jacksonville.....	83
Perkiomen, Pa.....	Perkiomen.....	Skippack.....	10
Perth Amboy and Woodbridge.....	Junction, N. J.....	Perth Amboy.....	
Petersburg and Weldon.....	Petersburg, Va.....	Weldon.....	63
Gaston Branch.....	Hickford.....	Gaston.....	
Philadelphia and Baltimore Central.....Philadelphia.....	Port Deposit.....	57	
PHILADELPHIA AND ERIE.....	".....	Erie.....	288
Phila., Germantown & Norristown...	".....	Norristown.....	17
Philadelphia and Reading.....	".....	Pottsville.....	93
Philadelphia and Trenton.....	".....	Trenton.....	28
Phila., Wilmington and Baltimore...	".....	Baltimore.....	98
PITTSBURGH, CINCINNATI & ST. LOUIS....Pittsburgh, Pa.....	Columbus, O.....	193	
" " " " ....Columbus.....	Indianapolis.....	188	
" " " " ....Indianapolis.....	St. Louis.....	162	
Pittsburgh and Connellsburg.....Pittsburgh.....	Cumberland, Md.....	150	
PITTSBURGH, FORT WAYNE & CHICAGO....	".....	Chicago.....	468
Pittsfield and North Adams.....	Pittsfield, Mass.....	North Adams.....	20
Plattsburgh and Montreal.....	Plattsburgh, N. Y.....	Montreal, Can.....	63
Ponchartrain.....	New Orleans.....	Lake Ponchartr'n.....	
Port Hope, Lindsay and Beaverton..Port Hope, Can.....	Lindsay.....	34	
Port Hope and Peterboro.....	".....	Peterboro.....	31
Port Huron and Milwaukee*.....	Port Huron, Mich.....		
Portland and Kennebunk.....	Portland, Me.....	Skowhegan .....	100
Bath Branch.....	Brunswick.....	Bath .....	9
Portland and Ogdensburg.....	Portland, Me.....	Fryeburg .....	48
Portland and Oxford Central.....	Sumner .....	Mechanics' Falls..	
Portland and Rochester.....	Portland .....	Alfred.....	
Portland, Saco and Portsmouth.....	" .....	Portsmouth.....	52
Portsmouth, Great Falls & Conway....Portsmouth, N. H.....	Union .....	26	
Providence and Worcester.....	Providence, R. I.....	Worcester, Me.....	43
Providence, Warren and Bristol.....	" " .....	Bristol.....	14
Raleigh and Gaston.....	Raleigh, N. C.....	Weldon .....	97
Reading and Columbia.....	Reading, Pa.....	Columbia.....	46
RENSSELAER AND SARATOGA.....	Troy, N. Y.....	Rutland, Vt.....	95
Albany Division.....	Albany.....	Junction .....	12
Schenectady Division .....	Schenectady.....	Ballston Spa.....	22
Glens Falls Branch.....	Fort Edward.....	Glens Falls.....	5
Richmond, Danville and Piedmont....Richmond, Va.....	Greensboro.....	189	
Richmond, Fredericksburg & Poto'e..	" " .....	Washington .....	130

NAME.	FROM	TO	MILES.
Richmond and Petersburg.....	Richmond, Va.....	Petersburg.....	23
Richmond and York River.....	" "	West Point.....	38
Roanoke Valley, Va.....	Valley Junction.....	Clarksville.....	22
Rock Island and Peoria.....	Rock Island, Ill.....	Coal Valley.....	11
Rockford, Rock Island & St. Louis*.....	St. Louis.....	Sterling, Ill.....	294
Rockville.....	Rockville, Cinn.....	Vernon.....	5
Rome.....	Rome, Geo.....	Kingston.....	20
Rome, Watertown and Ogdensburg.....	Rome, N. Y.....	Ogdensburg.....	142
Potsdam Branch.....	De Kalb Junction.....	Potsdam.....	25
Rondout and Oswego*.....	Rondout, N. Y.....	Oswego.....	.....
Rutland, Burli'n & Vermont Valley.....	Brattleboro, Vt.....	Burlington.....	144
Sandusky, Mansfield and Newark.....	Sandusky, Ohio.....	Newark.....	116
Schoharie Valley.....	Schoharie.....	Middleburg.....	.....
Schuylkill and Susquehanna.....	Pottsville, Pa.....	Harrisburg.....	59
Seaboard and Roanoke.....	Portsmouth, Va.....	Weldon.....	80
Selma and Meridian.....	Selma, Ala.....	Meridian.....	107
Selma, Marion and Memphis*.....	" "	.....	.....
Selma, Rome and Dalton.....	" "	Kingston.....	217
Sheboygan and Fond du Lac.....	Sheboygan.....	Fond du Lac.....	45
Sioux City and Pacific.....	Missouri Valley.....	Sioux City, Iowa..	76
Fremont Division.....	" "	Fremont.....	38
South and North Alabama.....	Montgomery.....	Calera.....	63
SOUTH CAROLINA.....	Charleston.....	Columbia.....	137
Aiken Branch.....	Aiken, S. C.....	Augusta, Geo.....	75
Camden Branch.....	Camden.....	Columbia.....	63
South Shore, Mass.....	Boston.....	Cohasset.....	21
South Side, Long Island.....	Brooklyn, N. Y.....	Patchogue.....	54
Far Rockaway Branch.....	Valley Stream.....	Far Rockaway.....	6
South Side, Virginia.....	Petersburg.....	Lynchburg.....	123
Southern Central.....	Auburn, N. Y.....	Oswego.....	68
Southern Minnesota.....	La Crosse.....	Wells .....	148
Southern Pacific.....	Shreveport, La.....	Hallsville .....	56
Southern Pacific*.....	San Francisco, Cal....	Colorado River.....	.....
SOUTHERN TRANS-CONTINENTAL*.....	Memphis.....	El Paso.....	.....
South Western Georgia.....	Macon.....	Eufaula.....	143
" " " " .....	" .....	Columbus .....	100
Spartansburg and Union.....	Spartansburg.....	Alston.....	68
Springfield and Illinois.....	Springfield .....	Pana.....	43
Staten Island.....	Vanderbilt Land.....	Tottenville .....	13
Stanstead, Shefford and Chamblly.....	St. John, Canada.....	Waterloo.....	43
Sterling Mountain.....	Sterling Junction.....	Lakeville.....	.....
Stonington and Providence.....	Providence .....	New London.....	62
St. Joseph Valley, Mich.....	Kalamazoo .....	White Pigeon.....	36
St. Joseph and Council Bluffs.....	St. Joseph, Mo.....	Omaha, Neb.....	132
St. Joseph and Denver*.....	" "	" .....	.....
St. Lawrence and Ottawa.....	Prescott, Can.....	Ottawa.....	54
St. Louis and Southeastern.....	East St. Louis.....	Mt. Vernon, Ill....	76
St. Louis and St. Joseph.....	North Lexington.....	St. Joseph.....	76

NAME.	FROM	TO	MILES.
St. Louis, Alton and Terre Haute.....	Indianapolis, Ind .....	St. Louis.....	263
Belleville Branch.....	East St. Louis.....	Du Quoin.....	71
St. Louis and Iron Mountain.....	St. Louis, Mo.....	Belmont .....	195
St. Louis, Vandalia and Terre Haute..	East St. Louis.....	Indianapolis.....	238
St. Louis and Southeastern.....	“ “ .....	Shawneetown.....	139
St. Paul and Chicago.....	St. Paul.....	Winona, Minn.....	101
ST. PAUL AND PACIFIC*.....	“ .....	Benton.....	135
Branch Line.....	St. Anthony.....	Sault Rapids.....	68
St. Paul and Sioux City*.....	St. Paul.....	St. James.....	121
Sunbury and Lewistown .....	Sunbury, Pa.....		
Sycamore and Cortland.....	Sycamore.....	Cortland .....	
Syracuse, Binghampton & New York.	Syracuse .....	Binghampton.....	80
TALLAHASSEE AND GEORGIA.....	Quincy, Fla.....	Jacksonville.....	189
St. Mark's Branch .....	Tallahassee.....	St. Marks.....	21
Tennessee and Pacific .....	Nashville .....	Lebanon .....	31
Terre Haute and Indianapolis.....	Indianapolis.....	Terre Haute .....	73
TOLEDO, PEORIA AND WARSAW.....	State Line.....	Warsaw.....	277
TOLEDO, WABASH AND WESTERN.....	Toledo, Ohio.....	Quincy, Ill.....	476
St. Louis Division.....	Decatur, Ill.....	St. Louis.....	109
Keokuk Branch.....	Clayton, “ .....	Keokuk, Iowa.....	42
Troy and Boston.....	Troy, N. Y.....	North Adams.....	48
Troy and Bennington.....	Hoosick Junction.....	State Line.....	
UNION PACIFIC.....	Omaha, Neb.....	Ogden, Utah.....	1,032
Central Branch.....	Atchison, Kan.....	Waterville.....	100
Southern Branch.....	Junction City, Kan.....	Burlington .....	89
Utah Central.....	Ogden, Utah.....	Salt Lake City.....	40
Utica, Chenango and Susquehanna.....	Utica.....	Norwich.....	54
Utica and Black River.....	“ .....	Lowville, N. Y.....	59
VERMONT CENTRAL.....	Bellows Falls, Vt.....	Rouse's Point.....	184
Vermont and Massachusetts.....	Fitchburg.....	Hoosac Tunnel.....	86
“ “ “ .....	Grout's Corner.....	Brattleboro, Vt.....	21
Vicksburg and Meridian.....	Vicksburg, Miss.....	Meridian.....	140
VIRGINIA AND TENNESSEE.....	Lynchburg, Va.....	Bristol, Tenn.....	204
Washington, Alexandria & Georget'n.	Washington.....	Alexandria.....	7
Washington and Ohio.....	Alexandria, Va.....	Hamilton.....	44
Welland, Canada.....	Port Dalhousie.....	Port Colborne.....	
Westchester and Philadelphia.....	West Philadelphia.....	Westchester.....	27
Westchester, Pa.....	West Chester Inter....	“ .....	
Western.....	West Point, Geo.....	Montgomery .....	88
Western and Atlantic.....	Atlanta, Geo.....	Chattanooga.....	138
Western, North Carolina.....	Salisbury.....	Old Fort.....	115
WESTERN UNION.....	Racine, Wis.....	Rock Island, Ill.....	197
West New Jersey.....	Camden.....	Bridgeton .....	37
“ “ “ .....	Glassboro.....	Millville.....	22
“ “ .....	Elmer .....	Salem .....	17
WESTERN PACIFIC.....	San Francisco, Cal.....	Sacramento.....	138
Western Maryland.....	Relay.....	York Road.....	44
West Wisconsin.....	Tomah, Wis.....	Eau Claire.....	88

NAME.	FROM	TO	MILES.
Whitehall and Plattsburgh.....	Plattsburgh, N. Y.....	Ausable River.....	20
Wicomico and Pocomoke.....	Berlin, N. C.....	Salisbury.....	23
Wilmington, Charlotte & Rutherford.	Wilmington, N. C.....	Sand Hill.....	110
Wilmington and Manchester.....	"	Kingsville.....	171
Wilmington and Reading.....	Wilmington, Del.....	Reading, Pa.....	73
Wilmington and Weldon.....	Wilmington, N. C.....	Weldon .....	162
Windsor and Annapolis.....	Windsor, N. S.....	Annapolis.....	84
Winona and St. Peter.....	Winona, Minn.....	St. Peter.....	140
Worcester and Nashua.....	Worcester, Mass.....	Nashua, N. H.....	46

## TONNAGE OF THE UNITED STATES—1870.

BY

### STATES AND TERRITORIES.

#### ATLANTIC AND GULF COASTS.

STATES, & C.	TONNAGE.
Maine.....	389,388
New Hampshire, ( <i>Portsmouth</i> ).....	12,967
Massachusetts, ( <i>Boston</i> , 342,358).....	534,642
Rhode Island.....	45,003
Connecticut.....	84,338
New York, ( <i>City</i> ).....	1,136,628
Sag Harbor.....	10,340
New Jersey.....	88,209
Pennsylvania, ( <i>Philadelphia</i> ).....	212,624
Delaware.....	18,857
Maryland, ( <i>Baltimore</i> , 114,939).....	132,217
District of Columbia, ( <i>Georgetown</i> ).....	27,002
Virginia.....	29,434
North Carolina.....	15,153
South Carolina.....	15,545
Georgia.....	29,247
Florida.....	17,296
Alabama, ( <i>Mobile</i> ).....	27,428
Mississippi, ( <i>Pearl River</i> ).....	1,274
Louisiana.....	59,450
Texas.....	18,755
<b>Total.....</b>	<b>2,905,798</b>

#### PACIFIC COAST.

California, ( <i>San Francisco</i> ).....	148,776
Oregon.....	10,971
Washington Territory, ( <i>Puget Sound</i> )..	24,827
<b>Total.....</b>	<b>184,574</b>
Total, Atlantic and Pacific Coasts—Sea-going Vessels .....	3,090,372

#### NORTHERN LAKES.

STATES, & C.	TONNAGE.
Vermont, ( <i>Burlington</i> ).....	5,797
New York, ( <i>Buffalo</i> , 143,888).....	312,745
Pennsylvania, ( <i>Erie</i> ).....	4,924
Ohio, ( <i>Cleveland</i> , 56,885).....	84,136
Michigan, ( <i>Detroit</i> , 71,458).....	109,860
Illinois, ( <i>Chicago</i> ).....	104,314
Wisconsin, ( <i>Milwaukee</i> ).....	39,590
<b>Total .....</b>	<b>661,366</b>

#### WESTERN RIVERS.

Louisiana, ( <i>New Orleans</i> ).....	46,658
Mississippi .....	1,316
Tennessee.....	11,398
Kentucky.....	18,646
Missouri, ( <i>St. Louis</i> ).....	104,700
Iowa.....	4,825
Minnesota, ( <i>St. Paul</i> ).....	18,316
Illinois.....	23,713
Indiana .....	5,148
Ohio, ( <i>Cincinnati</i> ).....	61,618
West Virginia.....	12,369
Pennsylvania, ( <i>Pittsburgh</i> ).....	84,194
<b>Total .....</b>	<b>392,902</b>

#### RECAPITULATION.

Atlantic and Gulf Coasts.....	2,905,798
Pacific Coasts.....	184,574
Northern Lakes.....	661,366
Western Rivers.....	392,901
<b>Grand Total.....</b>	<b>4,144,639</b>

# VARIATION OF TIME

IN

## CROSSING THE CONTINENT.

NOON	AT	WASHINGTON, D. C.	NOON	AT	WASHINGTON, D. C.
1 37	P. M. at	St. John, N. F.	11 36	A. M. at	Columbus, O.
12 54	"	Halifax, N. S.	11 36	"	Detroit, Mich.
12 44	"	St. John's, N. B.	11 30	"	Cincinnati, Ohio.
12 27	"	Portland, Me.	11 30	"	Lansing, Mich.
12 25	"	Portsmouth, N. H.	11 30	"	Atlanta, Ga.
12 24	"	Boston, Mass.	11 29	"	Frankfort, Ky.
12 23	"	Newport, R. I.	11 26	"	Louisville, "
12 23	"	QUEBEC, Can.	11 24	"	Indianapolis, Ind.
12 22	"	Concord, N. H.	11 23	"	Montgomery, Ala.
12 16	"	New Haven, Conn.	11 21	"	Nashville, Tenn.
12 14	"	Montreal, Can.	11 17	"	Chicago, Ill.
12 13	"	Albany, N. Y.	11 16	"	Mobile, Ala.
12 12	"	NEW YORK.	11 16	"	Milwaukee, Wis.
12 09	"	Trenton, N. J.	11 12	"	Cairo, Ill.
12 07	"	Philadelphia.	11 10	"	Madison, Wis.
12 06	"	Wilmington, Del.	11 08	"	New Orleans.
12 05	"	OTTAWA, Can.	11 07	"	Memphis, Tenn.
12 03	"	Norfolk, Va.	11 07	"	St. Louis, Mo.
12 02	"	Baltimore, Md.	11 05	"	Dubuque, Iowa.
12 00	Noon at	Harrisburg, Pa	11 05	"	Vicksburg, Miss.
12 00	"	Elmira, N. Y.	10 59	"	Little Rock, Ark.
12 00	"	Kingston, Can.	10 56	"	St. Paul, Minn.
11 58	A. M. at	Richmond, Va.	10 53	"	Des Moines, Iowa.
11 58	"	Wilmington, Del.	10 49	"	Galveston, Texas.
11 52	"	Buffalo, N. Y.	10 49	"	Leavenworth, Kan.
11 50	"	Toronto, Can.	10 44	"	Omaha, Neb.
11 50	"	Panama, N. G.	10 43	"	Vera Cruz.
11 50	"	Raleigh, N. C.	10 32	"	Mexico.
11 48	"	Pittsburgh, Pa.	10 08	"	Denver, Col.
11 48	"	Charleston, S. C.	10 04	"	Santa Fé, N. M.
11 45	"	Wheeling, W. Va.	9 40	"	Salt Lake City, U.
11 44	"	Columbia, S. C.	9 02	"	Sacramento, Cal.
11 44	"	Savannah, Ga.	8 58	"	San Francisco.
11 42	"	St. Augustine, Fla.	8 56	"	Portland, Or.
11 41	"	Cleveland, O.	8 44	"	Vancouver's Island.
11 38	"	Havana, Cuba.	7 28	"	Sitka, Alaska.

 Making a difference of 6 h. 9 min. in the Sun's rising on crossing the Continent.

# COMMENCEMENT OF RAILROADS

IN THE

## UNITED STATES.

IT is now forty years since the completion of the first Railroad in the United States, several being projected as early as 1828. To the late HENRY S. TANNER, author of a "Description of Canals and Railroads in the United States," published in 1840, we are indebted for most of the following reliable information.

The BALTIMORE AND OHIO RAILROAD, the first important line undertaken, was incorporated on the 28th of February, 1827, by the Legislature of Maryland. The work was commenced on the 4th of July, 1828, and fourteen miles opened for traffic in 1830; in 1831 it was extended to Frederick, 62 miles, and in 1832, to the Point of Rocks, 68 miles, being soon thereafter opened to Harper's Ferry, 81 miles from Baltimore. Until 1831 it was operated by horse power.

The PENNSYLVANIA RAILROAD, authorized by Act of the Legislature, passed March, 1828, was commenced as a State work. It was divided into two divisions, and known as PHILADELPHIA and COLUMBIA RAILROAD, 81 miles in length, and the ALLEGHANY PORTAGE RAILROAD, 36 miles, running from Hollidaysburg to Johnstown, across the Alleghany Mountains. The latter road had several inclined plains, with stationary engines to facilitate the transportation of freight and passengers, connecting at each termini with the *Pennsylvania Canal* running

between Philadelphia and Pittsburgh. In September, 1832, twenty miles of single track was ready for use on the Eastern Division, and in April, 1834, the entire route, from Philadelphia to Columbia, was opened for travel. Total cost of the Philadelphia and Columbia Railroad, \$3,754,577.

The ALLEGHANY PORTAGE RAILROAD, which was considered a great achievement in engineering, attained an altitude of 2,490 ft. above the Atlantic Ocean. It had one tunnel 900 feet in length. This important work was commenced early in 1831, and finished in March, 1834.

The MOHAWK AND HUDSON, running from Albany to Schenectady, 17 miles, was commenced in August, 1830, and completed in 1832, being the first railroad finished to completion in the United States; at each termini was an inclined plane with stationary engines.

The SARATOGA AND SCHENECTADY RAILROAD was commenced in 1831, and opened July, 1832. Length, 21 miles.

The SOUTH CAROLINA RAILROAD was commenced in 1830, and 62 miles of it finished in 1832. In 1834 it was completed to Hamburg, opposite Augusta, Georgia, 136 miles; at the time of its completion it was the longest railroad in the world, being the first upon which a locomotive engine of American manufacture was used.

The NEW YORK AND HARLEM RAILROAD was commenced in 1831, and a portion of it within the City of New York opened the latter part of the same year.

The PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD, 6 miles, to Germantown, was opened in 1832. In December a locomotive was put on this road, built by M. W. Baldwin of Philadelphia. The following Advertisement was issued, dated December 13, 1832, and inserted in a Philadelphia paper:—

*Notice.*—The engine with a train of cars, will be run daily, (commencing this day,) when the weather is fair. When the weather is not fair, the horses will draw the cars. Passengers are requested to be punctual at the hours of starting. Points of starting are at Green and Ninth streets, and from the Main street, the centre of Germantown, near Wunder's Hotel. Whole cars may be taken. Tickets, 25 cents.

The CAMDEN AND AMBOY RAILROAD was commenced in 1831, and 14 miles, extending from Bordentown to Hightstown, was completed in 1832. It was finished from Camden to South Amboy, 62 miles, in 1834, there connecting with Steamers running to the City of New York.

The NEW JERSEY RAILROAD was commenced in 1832, and completed to New Brunswick, 31 miles, in 1834.

The PHILADELPHIA AND TRENTON RAILROAD, 28 miles, was completed in 1833.

The NEW CASTLE AND FRENCHTOWN RAILROAD, connecting the Chesapeake and Delaware Bays, was completed in 1832.

The WASHINGTON BRANCH of the Baltimore and Ohio Railroad, 31 miles in length, was opened in 1835.

The RICHMOND, FREDERICKSBURG AND POTOMAC RAILROAD was opened from Richmond to Fredericksburg, Va., in 1837; and, in 1838, the RICHMOND AND PETERSBURG RAILROAD was completed.

The PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD, 98 miles, was opened its whole length in 1838,—with other roads forming a through line of Railroad from New York to Washington.

The WILMINGTON AND WELDON RAILROAD, 162 miles in length, was opened in 1840; and, in 1843, the PETERSBURG AND ROANOKE RAILROAD was finished, forming a continuous line of Railroad from the Potomac, at Aquia Creek, to Wilmington, N. C., and by Steamer to Washington, D. C.

The WESTERN RAILROAD of Massachusetts, now known as the *Boston and Albany Railroad*, 200 miles in length, was opened from Boston to Albany, N. Y. in 1841. The BOSTON AND WORCESTER RAILROAD formed a part of this line of travel, extending from Boston to Worcester, 45 miles.

In 1842 the important lines of Railroad, under different names, extending from Albany to Buffalo, 298 miles, was completed, afterwards being consolidated under the name of the NEW YORK CENTRAL RAILROAD. The completion of this great work, affording a through line of Railroad from Boston to Buffalo, was an event of great magnitude in the Railway history of the country.

The PHILADELPHIA AND READING RAILROAD, extending from Philadelphia to the Schuylkill coal fields, was opened in 1842, being soon followed by other Railroads throughout the coal region of Pennsylvania.

At this time (1842) there was about 4,000 miles of Railroad finished in the United States; after that period the growth gradually increased for the

next eight years; in 1850 there being nearly 10,000 miles of Railroad completed. In 1860 there was about 20,000 miles completed. For four years the increase was small, owing to the breaking out of the rebellion, but since its close, in 1865, the increase has been very rapid, there being in 1871 upwards of 54,000 miles finished and in operation.

## RAILROAD STATISTICS.—1871.

THE Annual figures in regard to Railway construction throughout the United States have been made up, and show a total of 54,435 miles constructed in 1870. The average cost per mile of new road was \$40,000.

The following Table shows the distribution of mileage and cost of Railroads in the several States and Territories:—

STATES & TERRITORIES.	LENGTH IN MILES.		COST OF ROAD & EQUIPMENT.
	TOTAL.	OPEN.	
Maine.....	972	810	\$26,241,901
New Hampshire.....	987	735	23,647,935
Vermont.....	658	618	34,488,594
Massachusetts .....	1,739	1,478	77,496,830
Rhode Island .....	136	136	4,505,996
Connecticut.....	978	729	34,976,834
	<b>5,470</b>	<b>4,506</b>	<b>\$199,658,090</b>
New York.....	5,453	3,892	\$234,049,545
New Jersey.....	1,241	1,092	74,525,196
Pennsylvania.....	6,313	5,056	296,739,037
Delaware and Maryland.....	1,429	885	44,782,459
West Virginia.....	712	375	30,493,739
	<b>15,078</b>	<b>11,300</b>	<b>\$680,589,976</b>
Virginia.....	2,253	1,466	\$53,386,858
North Carolina.....	1,574	1,178	33,164,298
South Carolina.....	1,438	1,138	32,563,585
Georgia.....	2,314	1,933	44,322,919
Florida.....	607	440	11,781,919
	<b>8,186</b>	<b>6,155</b>	<b>\$174,519,582</b>
Alabama.....	2,120	1,306	\$46,598,605
Mississippi.....	1,118	978	33,208,839
Louisiana.....	945	478	19,523,798
Texas.....	4,071	656	22,050,000
Arkansas.....	1,054	286	8,798,000
Tennessee.....	2,016	1,490	51,528,745
Kentucky.....	1,375	907	35,640,699
	<b>12,699</b>	<b>6,201</b>	<b>\$217,348,636</b>

STATES & TERRITORIES.	LENGTH IN MILES.		COST OF ROAD & EQUIPMENT.
	TOTAL.	OPEN.	
Ohio.....	4,801	3,638	\$192,538,214
Michigan.....	2,993	1,733	75,817,748
Indiana.....	4,865	3,278	135,957,186
Illinois.....	8,813	5,423	237,553,000
Wisconsin.....	3,142	1,475	59,833,881
	<b>24,614</b>	<b>15,547</b>	<b>\$701,700,029</b>
Missouri.....	4,573	2,140	\$106,663,464
Kansas.....	3,698	1,501	56,723,700
Colorado.....	1,268	368	17,400,000
Iowa.....	4,472	2,550	111,978,000
Nebraska.....	1,205	588	39,300,000
Wyoming Ter.....	492	492	46,700,000
Minnesota.....	2,554	972	34,720,000
Dakota Territory....	700	.....	300,000
Montana and Idaho Territories.....	600	.....	.....
	<b>19,662</b>	<b>8,611</b>	<b>\$413,785,164</b>
California.....	3,294	997	\$70,624,582
Nevada.....	1,493	503	60,000,000
Utah Territory.....	404	304	49,000,000
Oregon.....	2,648	159	6,100,000
Washington Ter.....	420	.....	.....
	<b>8,529</b>	<b>2,113</b>	<b>\$185,724,582</b>

### RECAPITULATION.

N. England States...	5,470	4,506	\$199,658,000
Middle States.....	15,079	11,300	680,589,976
S. Eastern States....	8,186	6,156	174,519,582
Gulf & S. W. States	12,699	6,201	217,348,636
Interior E. of Mississippi.....	24,614	15,547	<b>\$701,700,029</b>
Interior W. of Mississippi.....	19,663	8,612	413,785,164
Pacific States.....	8,259	2,113	185,724,582
Grand Total.....	93,970	54,435	\$2,573,526,199

# RAILWAY SYSTEM OF THE UNITED STATES—1871.

THE GREAT TRUNK RAILWAYS of the United States and Canada, with their Connections, which are made subservient to foreign commerce, flowing from Europe on the East and Asia on the West, diverge from the principal Atlantic ports lying within the Temperate Zone, and extend across the Continent to the Pacific Ocean. Other important Lines of Railway run from North to South, forming altogether a complete net-work system of Railroads, extending from the Atlantic to the Pacific Ocean.

Baltimore, Norfolk, Philadelphia, New York, Boston and Portland, are the principal sea-ports from which the above Great Lines of commerce diverge and run Westward. East of the Alleghany Mountains there are now finished *five* principal Trunk Railways, connecting with other Lines of Railroad running to the Mississippi River and the Great Lakes.

THE **Baltimore and Ohio Railroad**, with its Branches, forms the first Great Line that is finished—running from tide-waters at Baltimore and Washington to the Ohio River—there connecting with Railroads traversing the Valley of the Mississippi and the basin of the Great Lakes. In addition to its terminus at Wheeling, West Virginia, 379 miles west of Baltimore, it has a Branch running to Parkersburg, West Virginia, and another from Cumberland, Maryland to Pittsburgh, Pennsylvania, running over the Alleghany Mountains,—thus making three important connections with western Railroad Lines running to the

Mississippi River, there connecting with the Great Lines of Travel running through Kansas and Nebraska to the Pacific Ocean.

THE **Pennsylvania Central Railroad** forms the second Great Line crossing the Alleghany Mountains, uniting at Pittsburgh, 354 miles from Philadelphia, with the *Pittsburgh, Fort Wayne and Chicago Railroad*, *Pittsburgh, Cincinnati & St. Louis R. R.*, and all the Trunk Lines of Railways in the Valley of the Mississippi, and those extending westward across the Continent. This Road connects with the *Northern Central Railway*, starting from Baltimore, and with the "Allentown Line," leaving New York by the *Central New Jersey Railroad*,—both uniting at Harrisburg, Pennsylvania,—thus forming three Great Lines of Travel from the sea-board, in addition to its connection with the *Philadelphia and Erie Railroad*,—which forms, in part, an important Line of Travel from Philadelphia and New York to Erie, Pennsylvania,—there connecting with Steamers running to the different ports on Lake Erie and the Upper Lakes.

THE **Erie Railway**, with its Branches, is the third Trunk Line, forming a Through Route of Travel from the sea-board to the basin of the Great Lakes and the Valley of the Mississippi. It starts from Jersey City, opposite New York, and runs through the State of New Jersey and Southern New York to Dunkirk, on Lake Erie, 460 miles, while Branches diverge to Rochester, Buffalo, Niagara Falls, &c. The continuation of this Great Line

of Travel, via the *Atlantic and Great Western Railway*, being under one control, forms a speedy mode of conveyance from New York to Cleveland and Cincinnati, Ohio,—connecting with other Railroads running to Chicago, St. Louis, &c.

**THE NEW YORK AND OSWEGO MIDLAND RAILROAD**, now approaching completion, will form another Through Line of Travel from the City of New York to the Great Lakes, having a double terminus,—one at Oswego, on Lake Ontario, and another at Buffalo, on Lake Erie,—forming the shortest route to the basin of the Great Lakes and the Valley of the St. Lawrence River.

**THE HUDSON RIVER & NEW YORK CENTRAL RAILROAD**, in connection with the BOSTON AND ALBANY RAILROAD is the fourth Trunk Line extending from the sea-board; forming in part a Through Route of Travel from the Atlantic to the Pacific Ocean. This important Railroad Route, starting from New York, passes up the Valley of the Hudson to Albany, and from thence through Western New York to Buffalo and Niagara Falls, there connecting with the *Lake Shore Railroad*, and with the *Great Western Railway of Canada*, making close connections with Lines of Railroad running to Chicago, St. Louis, &c. The Great Line of Travel from Boston, westward, unites at Albany with the *New York Central Railroad*, and other Railroads crossing the State of New York, extending to the Lakes and Canada.

**THE GRAND TRUNK RAILWAY** of Canada, forming the fifth Trunk Line, controls the Line of Travel running from Portland, Maine to the

Canada Line. It extends to Quebec on the Lower St. Lawrence, on the North, and to Montreal, Toronto and Detroit, Michigan, on the West, connecting with all the Main Lines of Travel running to Chicago, Cincinnati, St. Louis, &c. This important Railway, with its Branches, is the great artery that furnishes Canada with a speedy mode of conveyance from the Atlantic and Gulf of St. Lawrence to the Great Lakes and Valley of the Mississippi,—thus forming an international thoroughfare, passing through a deeply interesting section of the Country.

The sixth Trunk Line, approaching completion, is the **Chesapeake and Ohio Railroad**, running from Richmond, Virginia, across the Alleghany Mountains to the Ohio River, there connecting with Railroads running through the Valley of the Mississippi, forming a short Line of Travel from Norfolk, on the sea-board, to Cincinnati, Louisville, Memphis and St. Louis, and from thence to the Pacific Ocean.

The Great Trunk Railways running West of the Mississippi, and crossing the Rocky Mountains, are the **UNION PACIFIC RAILROAD** and the **CENTRAL PACIFIC RAILROAD**, forming a combined line of 1,914 miles of Road, extending from Omaha to San Francisco. For further description, see page 100.

The **KANSAS PACIFIC**, and the **DENVER PACIFIC RAILROADS**, 744 miles in length, unite with the above Great Line at Cheyenne, Wyoming Territory, thus affording, in part, two Routes of Travel across the Continent, making close connections with all the Great Lines of Travel in the Valley of the Mississippi.

THE CENTRAL PACIFIC RAILROAD which extends from San Francisco to Ogden, Utah, 881 miles, with its Branches, now has 1,025 miles of Road in operation, and 500 miles in course of construction,—covering nearly the whole Railroad system of the Pacific States.

THE CALIFORNIA AND OREGON RAILWAY is finished from the Junction of the Central Pacific to Chico, California, 96 miles, and will extend North to the Oregon State Line, there to unite with the *Oregon and California Railroad*, to extend further North to the Columbia River.

On the completion of the SOUTHERN PACIFIC RAILROAD, running from a point west of the Mississippi River and extending through the States of Arkansas, Texas, Arizona and California to the Pacific Ocean, there will be formed a great channel of commerce that will benefit all the Southern States and Territories.

THE NORTHERN PACIFIC RAILROAD, now in progress of construction, when finished, will form the *third* Great Line of Travel crossing the Rocky Mountains, extending from Lake Superior and the Mississippi River to the Columbia River and Puget Sound. For further description, see page 105.

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**Toledo, Wabash and Western Railroad.**—This important Railroad starting at Toledo, Ohio, crosses the States of Indiana and Illinois and reaches out to Iowa and Missouri,—forming the most direct Route from Lake Erie to the Mississippi River, and from there to the Pacific Ocean. The Main Line runs from Toledo to Quincy, Ill., a distance of 476 miles.

The completion of the *Decatur and St. Louis Branch* of the above Railway, now enables this Company to run their own trains direct from Toledo to St. Louis, a distance of 432 miles; and in connection with the Lake Shore Railroad and the New York Central Railroad, forms a direct Through Route from Boston and New York to St. Louis, &c.

The *Toledo, Wabash and Western Railroad* now has four important termini on the Mississippi,—Quincy, Hannibal, St. Louis and Keokuk. The new Bridge across the River at Keokuk affords direct uninterrupted connection, via the *Des Moines Valley Railroad*, with the Iowa System of Railroads, and thence to Omaha and the West. The termini at Quincy and Hannibal furnishes a direct Route to Kansas and Colorado; and the South terminus, at St. Louis, facilitates for competing with other Eastern Lines for the travel and trade of the great business centre of the Mississippi,—forming in connection with Lake Erie and the St. Lawrence River a direct communication with the European ports.

**Chicago, Burlington and Quincy Railroad.**—This important Railway runs from Chicago in a southwesterly direction to the Mississippi River, having a double termini,—one at Burlington, Iowa, and another at Quincy, Illinois. At the former terminus it connects with the *Burlington and Missouri River Railroad*, and at the latter with the *Hannibal and St. Joseph Railroad*,—thus furnishing two great Routes of Travel from Chicago to the Missouri River; there connecting with the great Through Routes of Travel to Colorado, Utah, California, &c. The Main Line extends from Chi-

cago to Quincy, 263 miles; the *Burlington Branch*, from Galesburg to Burlington, Iowa, 43 miles; the *Peoria Branch*, from Galesburg to Peoria, Ill., 53 miles; the *Rushville Branch*, from Buda to Rushville, 110 miles; the *New Boston Branch*, from Galva to New Boston, 51 miles; the *Carthage Branch*, from Burlington to Mendon, Ill., 57 miles; the *Keokuk Branch*, from Burlington to Keokuk, Iowa, 43 miles; connecting with the Des Moines Valley Railroad.

At Burlington and Quincy there are iron bridges over the Mississippi River, which enable Through Trains to run, without change of cars, from Chicago to Council Bluffs, Iowa, over the *Burlington and Missouri River Railroad*, and to Kansas City, St. Joseph, &c., over the *Hannibal and St. Joseph Railroad*.

**Burlington and Missouri River Railroad.**—This Road running from the Mississippi River to the Missouri River, opposite Omaha, Nebraska, forms the third Great Line of Travel running across the State of Iowa, connecting with the *Union Pacific Railroad*, forming a Through Line of Travel to Colorado, Utah and California.

The *Nebraska City Branch*, 50 miles in length, terminates on the Missouri River, opposite Nebraska City; and the *Nebraska Division* extends from Plattsmouth to Lincoln, Neb., 55 miles. This Line will be extended to Fort Kearny, situated on the north bank of the Platte River, making a short connection with the *Union Pacific Railroad*. In connection with the *Chicago, Burlington and Quincy Railroad* it will form a direct Line of Travel from Chicago to San Francisco.

**Chicago and Northwestern Railway.**—This Great Railway, with its Branches, leaves Chicago by three Lines of Railroad, running West, Northwest and North—passing through the States of Illinois, Iowa and Wisconsin.

Lines of Railroad owned and operated by this Company, are as follows:—

**GALENA DIVISION.**—Chicago to Clinton, Iowa, 138 miles; Junction, 30 miles west of Chicago to Freeport, Ill., 91 miles; Elgin, 42 miles Northwest of Chicago to Richmond, Ill., 33 miles.

**IOWA DIVISION.**—Clinton to Missouri River, opposite Omaha, 354 miles.

**WISCONSIN DIVISION.**—Chicago to Fort Howard, Wis., 242 Miles; Rockford, Ill., to Kenosha, Wis., 72 miles.

**MADISON DIVISION.**—Belvidere, Ill. to Madison, Wis., 68 miles.

**MILWAUKEE DIVISION.**—Chicago to Milwaukee, Wis., 85 miles.

**PENINSULA DIVISION.**—Escanaba to Negaunee, Mich., 68 miles, forming a Through Line of Travel to Lake Superior.

The *Winona and St. Peter Railroad*, 126 miles in length, running from Winona to St. Peter, Minn., is owned and operated by the above Company, forming a Through Line of Travel to Minneapolis and St. Paul. Total length of Road, owned and operated, about 1,300 miles.

 The Trains on this Road connect with STEAMERS on the Mississippi River on the West, and with Green Bay and Lake Superior on the North.

**Chicago, Rock Island and Pacific Railroad.**—This great Line of Travel forming in part a direct Through Line of Railroad from the At-

lantic to the Pacific Ocean, runs westwardly from Chicago to Rock Island, Ill., there crossing the Mississippi River, by a substantial bridge, to Davenport, Iowa. From Davenport this Road is extended, westward, across the State of Iowa to the Missouri River, opposite Omaha, Neb., 494 miles from Chicago, there connecting with the *Union Pacific Railroad*,—thus forming a direct Through Railroad Route from Chicago to San Francisco,—a total distance of 2,408 miles.

The *Peoria Branch Railroad* runs from Bureau to Peoria, Ill., 46 miles. The *Southwestern Branch*, finished from Wilton to Ashland, Iowa, 94 miles, when completed will extend to Leavenworth, Kansas, crossing the State of Iowa and the Northwestern part of Missouri, thus forming another Line of Travel from Chicago to the Missouri River, connecting with all the Great Lines of Travel running through Kansas to Denver, Santa Fé, &c.

**Pacific Railroad** (of Missouri.)—This Road runs from St. Louis, westward, to Kansas City and the State Line, 284 miles, connecting with the *Kansas Pacific Railroad*; then northward to Leavenworth and Atchison, Kansas, 46 miles further. It is an old, well built, and well managed Railroad, offering both safety and comfort to the travelling public. Being on a medium parallel of latitude, (the 39th south of the Missouri River,) and forming a principal connecting link between the East and extreme West, great numbers are constantly passing over it, and the amount of passenger business done by this Road is much greater than by any other Railway of the same length west of the Mississippi.

Through the Main Line of this Rail-

road, its Branches to Boonville and Lexington, and its connections in Western Missouri and Kansas, immense quantities of produce flow into the St. Louis market from Missouri, Kansas and Colorado; and merchandise of great value is sent out from the same market to supply the wants of two or three millions of people.

It may be interesting to the traveller to know that the average speed on most of the Railroads of Missouri does not exceed twenty miles to the hour. If he is travelling on an express or mail train west of the Mississippi, he can approximate very closely to the time by dividing the distance in miles by twenty; the result will show the hours very nearly."

**North Missouri Railroad.**—This Road extends from St. Louis to Kansas City on the west, 272 miles, and to Ottumwa, Iowa, on the north, 132 miles from Moberly Junction, connecting with the *Des Moines Valley Railroad*. At Centralia, 121 miles North of St. Louis, commences the *Boone County and Jefferson City Railroad*, extending to Columbia, 22 miles. At R. and L. Junction on the Western Division, the *St. Louis and St. Joseph Railroad* intersects the Main Line, being operated by this Company.

This important Line of Travel runs through a rich section of country, and connects with the *Kansas Pacific Railroad* at Kansas City and with the *Kansas City, St. Joseph and Council Bluffs Railroad*, at Harlem, one mile east of Kansas City, and at St. Joseph, 70 miles north of Kansas City, running to opposite Omaha, Neb.; another Branch Railroad is being constructed from Brunswick, Mo. direct to Omaha, 188 miles. When completed, this Road

in connection with others, will afford a direct communication with Western Iowa, Nebraska, and Dakota, thereby securing a portion of the growing trade of the upper Missouri River to St. Louis. The whole number of miles of Railroad under the management of this Company is over five hundred.

### **Atlantic and Pacific Railroad,** (formerly SOUTH PACIFIC.)—

This important Road, running from St. Louis across the State of Missouri, was commenced several years since, but suffered from a multitude of delays during its early organization. It is now completed to the Missouri State Line, 330 miles from St. Louis, and has become one of the great thoroughfares of the Southwest. The Line of the Road is for the most part, through a beautiful section of country, with a fruitful soil, and climate as genial as that of Italy.

The Company have a charter for a Road from Springfield, Mo. to San Francisco, crossing the Continent near the 35th parallel, which is considered by many as the shortest and most desirable as to grade, running through a fertile country rich in agricultural or mineral productions its entire length, and free from all climatic obstructions—hence in many important respects the most desirable of any Route built or projected. It will run through the Indian Territory, New Mexico, Arizona and California to the Pacific Coast.

A Branch Road is being built to extend from Pierce City, Mo. to Van Buren, Arkansas; a distance of 125 miles.

The Land Grant at the disposal of this Company is very large and valuable.

### **Kansas Pacific Railroad.**

—Copied from "TRACY'S GUIDE TO THE GREAT WEST." This important Road, 638 miles in length, traverses the entire State of Kansas from east to west, a distance of 420 miles, and pushes on into Colorado, until it reaches Denver, and there assuming the name of *Denver Pacific*, goes on a hundred and six miles to Cheyenne, Wyoming, connecting with the *Union Pacific Railroad*, thus forming a Through Line of Travel from Missouri and Kansas to Colorado, &c.

No other agency has done so much towards making Kansas what she is as the above Railroad. The present business over the Road is enormous. The cattle business alone is very great, and constantly increasing. Kansas is rapidly becoming the great source of cattle supply for the east. Along the whole Line, towns are constantly springing up, and soon become thriving seats of trade. The Kansas Pacific has put its immense land grant into market, on the most favourable terms.

Perhaps in the near future, the great Kansas Pacific Railway may be the chief thoroughfare across the Continent. Already the Rocky Mountains are within its iron grasp, and should it decide to branch at Kit Carson, and sweep along the 35th parallel, its locomotives will soon be whistling a welcome to the Pacific Coast,—even now, with its present connection by Denver and Cheyenne, with the Union Pacific, a great share of the travel and traffic across the Continent, will undoubtedly take this Route. Passing through the beautiful valley, and over the rich prairies of Kansas, with the newly opened farms on every side, that portion of the trip is made delightful, and as the western border of the State is

approached, exciting, by the vast herds of Buffalo and Antelope thronging along the track. After leaving Kansas, the Railroad passes almost due west through Colorado to Denver, skirting the edges of the noted Pine Ridges. Along its path through Colorado immense coal fields exists, some of the veins being fourteen feet in thickness.

KANSAS CITY, the western terminus of the *Missouri Pacific and North Missouri Railroad* from St. Louis, and the *Hannibal and St. Joseph Railroad* connecting with Chicago and Toledo, is the point where trains are made up every day for the long Route to San Francisco, via Denver and Cheyenne. But the Kansas Pacific has another terminus at LEAVENWORTH CITY, one of the largest and most prosperous and beautiful cities in Kansas. This Road connects with the Main Line at Lawrence, another important station, where the *Leavenworth, Lawrence and Galveston Railroad* unites with the former.

"The KANSAS PACIFIC RAILROAD was formerly opened to the travel and business of the country on the 1st of September, 1870. The time from Kansas City to Denver is thirty-six hours. Tourists and pleasure-seekers will find this a preferable Route, as they will have an opportunity to see the rich and productive Valleys of the Kansas and Smoky Hill Rivers, and the grand mountain scenery between Denver and Cheyenne."

Running Southward from Denver, the **DENVER AND RIO GRANDE RAILWAY** is being built to connect this system of Roads with the arable and grazing Valleys of Southern Colorado, and the great mineral deposits of the tributaries of the Arkansas, the Pecos, and

the Rio Grande. This Road, at a distance of 80 miles from Denver, reaches, at the foot of Pikes Peak, the celebrated Soda Springs of the "Boiling River," which are already largely resorted to for their medicinal virtues. Here the mineral and grazing districts of the South Park have their outlet.

Passing southward, 130 miles from Denver, it touches the town of Pueblo with 1500 inhabitants, and then Cañon City with its rich coal mines; thence into the Rio Grande Valley through the vast possessions of the United States Freehold Land and Emigration Company, which are being settled by General Burnside and friends, and near the rich Maxwell Land Co.'s property,—one gold mine of which is netting \$120,000 per year to its proprietors.

Passing through Santa Fé with some 6,000 people, and Albuquerque with about 4,000 inhabitants, it will be extended through the line of towns along the Rio Grande, between rich silver, gold and copper districts to the Mexican line, and the celebrated silver districts of Chihuahua.

### **Union Pacific Railroad.**

—The completion of the *Union Pacific Railroad*, extending from Omaha, Nebraska, to Ogden, Utah, a distance of 1,032 miles, and the *Central Pacific Railroad*, 881 miles in length, forming a Through Line of Travel across the Continent, was a bright event that will forever be remembered with delight by the American public. From Ocean to Ocean the most direct Route passes through thirteen States and Territories of the Union, this being the main artery of the System of Railroads in the United States, from which extend

Branches reaching every part of our extended country.

The construction of the Road was commenced in December, 1863; but no considerable amount of work was done till the commencement of 1865, owing to the difficulties that arose in the location of the Line. In 1865 over 100 miles were graded and bridged, and rails laid upon 40 miles. In 1866, 265 miles of Road were completed; in 1867, 245 miles; in 1868, 350 miles. The Road was completed to a junction with the Central Pacific Railroad of California on the 10th of May, 1869, which event was duly celebrated by the united Companies at Promontory, Utah. The last tie was made of laurel wood, finely inlaid with gold and silver, while the spikes were composed of precious metals and iron.

The Route for the eastern portion of the Line, starting from Omaha, is up the Valley of the Platte, which has a course nearly due east from the base of the Rocky Mountains. Till these are reached, this Valley presents, probably, the most favorable Line ever adopted for such a work for an equal distance. It is not only nearly straight, but its slope is very nearly uniform towards the Missouri River, at the rate of about 10 feet to the mile. The soil on the greater part of the Line forms an admirable road bed, while but few bridges are required until the North Platte is reached.

The base of the mountains is assumed to be at Cheyenne, Wyoming Territory, 516 miles from the Missouri River. This point is elevated 6,040 feet above the sea, and 5,074 feet above Omaha. From Cheyenne to the summit of the mountains at Sherman, which is elevated 8,242 feet above the sea, the distance is 32 miles. The

grades for reaching this summit do not exceed 80 feet to the mile. The elevation of the vast plain from which the Rocky Mountains rise is so great that these summits, when they are reached, present no obstacles so formidable as those offered by the Alleghany ranges to several Lines of Railroads which cross them before descending into the Valley of the Mississippi.

After crossing the *Eastern Crest* of the mountains, the Line traverses an elevated plateau for about 400 miles to the *Western Crest* of the mountains, which forms the eastern *rim* of the Salt Lake Basin, and which has an elevation of 7,500 feet above the sea. Upon this elevated table is a succession of extensive plains, which present great facilities for the construction of the Road. From Ogden, westward, runs the *Central Pacific Railroad*.

**St. Paul and Sioux City Railroad.**—This Road runs southwest from St. Paul, through the Minnesota Valley to Mankato, and Sioux City on the Missouri River, a distance of 276 miles, where it connects with the *Sioux City and Columbus Branch* of the Union Pacific Railroad, now being constructed. When finished, this Line of Road in connection with the *Lake Superior and Mississippi Railroad*, will form a Railroad Route 100 miles shorter to Duluth, on Lake Superior, than to Chicago, on Lake Michigan. This is one of the most important Lines of Railroad that crosses the fertile State of Minnesota on account of its relations with the Union Pacific Railroad and Lake Superior. Shipments can be made, via Lake, River and Canal transportation, by this Route, to Canada and all the northern sea-ports of the United States.

**Lake Superior and Mississippi Railroad.**—The Line of the *Lake Superior and Mississippi Railroad* runs from St. Paul, the head of navigation on the Mississippi River, to the city of Duluth, at the head of Lake Superior, a distance of 155 miles, with branches to Minneapolis and Stillwater. Duluth is at the extreme west end of the Lake System of the Continent, the terminal point of twelve hundred miles of continuous lake navigation from the Atlantic coast, midway to the heart of the Continent, and on the completion of the *Northern Pacific Railroad*, westward, will be within four days of the Pacific coast by rail, and within twenty days by rail and water of the ports of China and Japan; and the territory between the lakes and the Pacific Ocean will soon be covered by an active and energetic population, engaged in agriculture, mining, and manufactures, whose products and supplies will come and go, by way of the Lakes, to and from the markets of the East and of Europe.

The *Lake Superior and Mississippi Railroad* connects at St. Paul, its southern terminus, with the trade of the Mississippi and Minnesota Rivers, and with all the long Lines of Railroads now pushing rapidly westward to people and develop the entire region from Lake Superior to the Pacific Ocean; which, within the limits of the State of Minnesota, at the close of the year 1870, foot up 1,086 miles in operation, and 1,163 miles in progress of construction,—of which 457 miles will be completed by the close of the year 1871; besides 1,500 miles projected, which will no doubt be constructed as demanded by the development of the State.

As is well understood, the course of trade is by way of the shortest and

cheapest Route to market, and as the principal portion of the trade of the territory west of the Mississippi River must go, either to Lake Michigan or Lake Superior, it only remains to show what portions of country are nearer to each, to indicate the area tributary and belonging to these respective Routes.

The distance by Rail from St. Paul to Chicago, is 440 miles; Duluth 155 miles; and all Southwestern Minnesota and Northwestern Iowa will reach lake navigation at the port of Duluth by shorter Railroad transit than by the head of Lake Michigan, as is true also of a vast region extending to the Pacific Ocean.

This circumstance will control the course of trade, since the commerce of Lakes Michigan and Superior, when eastward bound, meets in Lake Huron; the navigation of the lakes being limited by the simultaneous departure of ice from the St. Mary's River and the Straits of Mackinaw. Even San Francisco and all the points of the Union Pacific Railroad are nearer Lake Superior at the harbor of Duluth, than to Lake Michigan at Chicago.

The distance from San Francisco to Chicago, via Union Pacific Railroad, is 2,400 miles; to Duluth by the Sioux City and Lake Superior and Mississippi Railroads, connecting with the above Road, is 2,300 miles, making a distance in favor of the Minnesota port of 100 Miles.

The rapidity with which the vast region tributary to the Lake Superior and Mississippi Railroad, and to Lake Superior, will be settled and developed may be illustrated by the progress and development of the State of Minnesota. This State was admitted into the Union in 1858, was unconnected with the east by Railways until the past three

years, but is now taking a prominent position as a producing State among the old States of the Union. This progress will appear from the following statements compiled in the Department of State, and repeated in the messages of Governor Marshall:—

	1866.	1867.	1868.	1869.
No. of acres under cultivation.	895,412	1,092,593	1,337,470	1,660,090
No. of acres in				
Wheat	547,521	683,784	358,316	1,000,000
In Corn	88,183	100,648	129,999	175,000
In Oats	187,023	162,722	212,064	274,500
In Potatoes	18,297	17,647	24,474	25,500
Prod. of W., bu.	7,921,442	10,014,828	15,331,022	18,500,000
Corn, bu.	2,056,747	3,216,010	4,349,936	6,125,000
Oats, bu.	4,372,477	5,620,395	7,831,528	11,16,000
Potatoes, bu.	1,351,696	1,736,053	2,592,636	2,475,000

These results, advancing in this large ratio, may be taken as legitimately illustrating the future progress in settlement and production of the country further west and northwest; as the development of the same follows the construction of the Lines of Railway now projected and being constructed over this region.

The opening of the Lake Superior and Mississippi Railroad having its terminus located at the extreme top of the Lake System, and the construction of the Northern Pacific Railroad from the same lake terminus, westward, assures the transportation of emigrants from Europe by this shortest, cheapest, and most healthy Route to Duluth as the great distributing point for the entire Northwest. These emigrants following the Lines of the Railroads stretching out to the Pacific, cannot be diverted to points not tributary to Lake Superior, but must add from year to year to the vast and increasing product flowing and to flow by that channel to the eastern markets; and the time is not far distant when 20,000,000 of people will occupy the territory tributary to Lake Superior,—a large portion

of whose products and wants must be transported by this Route.

To sum up the whole matter:—Here is a territory, comprising portions of Wisconsin, Minnesota, Iowa and Dakota, rapidly increasing in population,—the present grain products of which are not less than 60,000,000 bushels,—a large percentage of which must go over the Line of the Lake Superior and Mississippi Railroad, and all of which will eventually go by the chain of the Great Lakes to the markets of the East and of Europe.

In estimating the value of the Lake Superior Route, the following facts should be carefully noted:—

*First:* The time of propellers or sailing vessels from Duluth to Lake Erie ports, is frequently less from two to three days than from Chicago or Milwaukee to the same points. The movement of boats against the winds, across Lake Michigan, makes this difference in time in favor of the boats that follow the currents to the head of Lake Superior.

*Second:* The same rates on produce are got from Duluth to points above named as from Chicago to Milwaukee, while as thus by the Lake Superior Route the Rail distance from St. Paul, or average point of production, being some 300 miles less, the through rate is necessarily considerably lower than the Route via Lake Michigan.

These facts entirely settle the question of transportation, and makes prominent the superior advantages possessed by the lands of this Company over those situated further westward, as the value of land depends not so much on the quality of the soil as on the facilities and cheapness with which the various products can be transported to market.

THE LAND GRANT of the Company comprises nearly 1,700,000 acres of land, portions of which are covered with Pine and other valuable timber, and interspersed with prairie and natural meadows or grazing lands, and many contain deposits of valuable minerals; while at numerous points there is abundance of water-power for manufacturing purposes.

The Pine lands will prove a source of large revenue to the Road, not only from receipts from stumpage, but from the transportation of manufacturer's lumber and supplies, and from the travel necessarily arising from the location of the mills engaged in the business. Liberal inducements are offered by the Company to parties desiring to engage in the lumber business on the Line of the Road, and every facility will be afforded to make the business both permanent and profitable.

The hard wood and prairie lands of the Company are equal to any in the northwest for the production of wheat, rye, oats and other grains, and all kinds of vegetables yield large crops, throughout this entire region.

The meadow lands are for stock raising the most valuable in the State, and require but a small amount of drainage to render them of permanent value. These meadows produce from 2 to 3½ tons per acre of the most nutritious grasses, on which cattle will thrive during the entire winter without grain; while from numerous lakes and running streams abundance of the purest water can be obtained.

These advantages, with the abundance of timber from which strong, warm and substantial buildings can be

erected, at a cost little exceeding the cutting and hauling of the timber, and the cheapness with which cattle and horses can be transported by Rail to Duluth, and by vessel to all points along the Lake, with the development of the entire region traversed by the Road, as shown by the influx of population now rapidly covering the entire grant, and particularly of the manufacturing sites along its Line, ensure such demand for stock of all kinds as cannot fail to make the business of stock-raising among the most profitable in the State.

The farming and grazing lands of the Company are sold in tracts of 40 acres and upwards, for cash or on long credit, at prices ranging from \$2.50 to \$8.00 per acre. A liberal reduction being made for entire cash payment.

For instance:—80 acres is sold on long time at \$5.00 per acre, making \$400; the payments would be as follows:—

	PRINCIPAL.	INTEREST.	AMOUNT.
1st Year.....	\$22.00	\$26.46	\$48.46
2nd   "      .....	54.00	22.68	76.68
3rd   "      .....	54.00	18.90	72.90
4th   "      .....	54.00	15.12	69.12
5th   "      .....	54.00	11.34	65.34
6th   "      .....	54.00	7.56	61.56
7th   "      .....	54.00	3.78	57.78
8th   "      .....	54.00		54.00

The purchaser having the privilege to pay up in full at any time he desires, thereby saving the payment of interest.

Any other information will be furnished on application in person or by letter. Apply to

FRANK H. CLARK,  
*President and Land Com.*  
ST. PAUL, Minnesota.

**St. Paul and Pacific Railroad.**, consolidated with the NORTHERN PACIFIC RAILROAD, November 25, 1870, consists of two divisions,—the Main Line, or First Division extends from St. Paul to Breckinridge, Minnesota, 216 miles, with the right to extend the Line from Breckinridge, on the Red River of the North, to the boundary line between the United States and British America.

The Second Division extends from St. Paul to Watab, Minnesota, a distance of 80 miles, and will extend northwesterly on the west side of the Mississippi River, connecting with the Main Line of the Northern Pacific Railroad west of Crow Wing, and extend on to the British border at Pembina, on the Red River, to the 49th parallel of latitude,—thus securing the carrying trade of British America.

The purchased Lines have liberal land grants through the richest parts of Minnesota, which accrue to the Northern Pacific Railroad Company, and the completion of all the Lines will give the Northern Pacific Company nearly nine hundred miles of Road in the State.

**Northern Pacific Railroad.**—The Act of Congress donating lands for this Road, prescribes that it shall be laid north of the 45th parallel of north latitude. Its termini are at DULUTH, Minnesota, at the head of Lake Superior, and a point, not yet designated, on Puget Sound, with a Branch Road terminating at PORTLAND, Oregon. The charter, as amended, authorizes the Company to construct a Branch Road, starting from "some convenient point" on the Trunk Line, across the Rocky Mountains, to Portland, and a Branch from Portland,

northward, to the terminus on Puget Sound. These two Branch Roads are given (by amended charter) the same proportionate land grant as the Main Line, namely, 25,600 acres, per lineal mile of Road, through the Territories, and 12,800 acres, per lineal mile, through the organized States. The Main Branch Road will leave the Trunk Line somewhere near the junction of the Yellow Stone and Missouri Rivers, following up the valley of the former stream, through Deer Lodge Pass, and then down the Snake and Columbia Rivers to Portland, Oregon.

Estimated length of Main Line, connecting the navigation of the Great Lakes with the commerce of the Pacific Ocean, 1,775 miles; probable length of Trunk Line and Branches, 2,300 miles. The total amount of land to which the Northern Pacific Railroad is entitled, by its grant, is about *sixty million acres*, almost entirely fertile, with a salubrious climate, being capable of sustaining a dense population. The Winter months are comparatively mild, with but a small fall of snow, while the Summer months are warm and favorable for the growth of the cereals, grasses, and vegetables of almost every variety.

"The lands are within the parallels of latitude which in Europe and Asia embrace the most enlightened, creative, conquering and progressive populations. They lie within the climatic conditions of the isothermal lines of mean annual temperature, (50° to 52° Fahr.,) which mark on the Pacific Coast in latitude 47° north the mildness of the climate of the Chesapeake Bay, on the Atlantic side in latitude 38°, and which give to the region of this Railroad between the Red River of the North and the Pacific a

milder atmosphere, (at the same altitude) than is to be found anywhere else at the same distance from the Equator, except upon the western coast of Europe."

By the purchase of the St. Paul and Pacific Railroad, the Northern Pacific Railroad controls the entire Railroad traffic in the "New Northwest," and connects with the Railways of Wisconsin and Illinois, as well with the navigable waters of the Mississippi River and Lake Superior.

The work was begun in July, 1870, on the eastern portion of the Line, and the money provided, by the sale to stockholders of some six millions of

the Company's bonds, to build and equip the Road from Lake Superior across Minnesota to the Red River of the North, 232 miles. The grading on this division is now well advanced, the iron is being rapidly laid; several thousand men are at work on the Line, and about the first of August next this important section of the Road will be in full operation. In the meantime orders have been sent to the Pacific coast for the commencement of the work on the western end in early Spring of 1871, and thereafter the work will be pushed, both eastward and westward, with as much speed as may be consistent with solidity and a wise economy.

### TABLE OF DISTANCES AND ELEVATIONS,

#### NORTHERN PACIFIC RAILROAD,

PASSING THROUGH MINNESOTA, DAKOTA, MONTANA, IDAHO, OREGON AND WASHINGTON TER.

STATIONS.	MILES.	ALT. FT.
<b>Du Luth</b> , Minn.....	0	600
( <i>Lake Superior.</i> )		
Main Divide.....	32	1,158
(Between L. S. & Miss. R.)		
Mississippi River.....	111	1,152
Hauteur des Terres.....	177	1,479
Red River of the North..	232	985
Dakota River.....	335	1,410
Plateau du Coteau.....	365	2,400
Missouri River.....	485	1,800
Yellow Stone River.....	675	2,100
Big Horn River.....	825	2,250
Point Judith Mountains..	935	3,495
Missouri River .....	1,025	3,050
Cadott's Pass* .....	1,115	6,167
Flathead River .....	1,225	2,410
Pend d'Oreille Lake.....	1,355	2,020
Spokane River.....	1,405	1,720

STATIONS.	MILES.	ALT. FT.
WALLA WALLA.....		
Columbia River.....	1,555	330
Snoqualmie Pass.....	1,694	3,030
<b>Puget Sound</b> .....	1,775	00

The Distance from New York City to Puget Sound, by the navigation of the Erie Canal and Great Lakes, and the *Northern Pacific Railroad*, is 3,285 miles, being about the same distance as the most direct Route from New York to San Francisco, via the *Union Pacific Railroad*.

The distance from Puget Sound to the mouth of the Amoor River, is about 4,000 miles; to Hakodadi, Japan, direct, 4,400 miles; and to Shanghai, China, 5,716 miles.

\* Deer Lodge Pass, 4,950 feet.

**Projected Railroad from Cheyenne to Helena, Montana.**—The UNION PACIFIC RAILROAD and the DENVER PACIFIC RAILROAD, uniting at Cheyenne, Wyoming Territory, has induced the inhabitants of this new territory to look toward the north with the view of constructing an important Line of Railroad, the extreme northern terminus being Helena, Montana.

"The object is primarily to develop a wonderfully rich section of unoccupied country, and afterwards to give Cheyenne a connection with the Northern Pacific Railroad, rapidly stretching away from Duluth on the East and creeping out from Olympia at the West. The project exhibits the enterprise and wisdom of the inhabitants of Cheyenne, who, in this instance, find their greatest good in assisting to develop the country tributary to them. This Indian named town is directly connected with St. Louis by the Kansas Pacific and Denver Pacific Railroads. The Montana Railroad scheme which is now agitating its citizens, promises abundantly, and there is no reason, apparently, why the anticipations of its projectors should not be fulfilled. The proposed Route from Cheyenne—and here our readers are requested to consult their atlases—would extend up the Valley of the Crow Creek to the base of the Black Hills, then turning northward pass along the parallel Valley that seems designed by nature for a Railroad to the Chug Valley; thence down this Valley to some point near its junction with the Big Laramie, thence across the plains to the Valley of the North Platte, and up that stream to the Red Buttes. From this point it will not be difficult, it is claimed, to find an easy Route across the eastern base of the Big Horn Mountains, when it will

pass through some of the most fertile and attractive Valleys of the West. The Line should then skirt the base of the mountains and extend to some point on the Yellowstone near the mouth of the Big Horn River. The principal obstacles are here passed, and the connection with the Main Branch of the Northern Pacific will be determined without difficulty.

Such a Road, we are informed, would open up to settlement a vast extent of country similar in many respects to the best portions of Colorado, and a section containing hundreds of thousands of acres of unclaimed land of the greatest fertility. The climate is so mild, and the season so delightful, that ready credence is given to the statement of the resident Indians, who affirm that the Great Spirit gave them this tract, the best and richest of his possessions, because they are a favored people. Cattle need no other shelter in Winter than the deep valleys afford. Iron and copper and magnetic ores abound in the mountains, and undiscovered minerals enrich the earth. Colonization schemes will be employed to rapidly populate the region, and hasten the development of its wealth."

**Southern Pacific Railroad.**—This projected Railroad, chartered by the State of Texas, July 27, 1870, to "Incorporate the SOUTHERN TRANSCONTINENTAL RAILROAD COMPANY," with a capital of \$30,000,000, will commence at the eastern boundary of Texas, and extend westward to *El Paso*, on the Rio Grande, with a privilege to construct Branch Roads, connecting with the great Railroads terminating on the sea-board. The Company is also authorised to purchase the rights, franchises and property of

the Memphis and El Paso Pacific Railroad Company, and of any other Company, incorporated by any other State, or by the United States or any Territory, so that it may have a complete and continuous connection from the Atlantic to the Pacific Ocean.

"All the other Pacific Lines are in the hands of Northern and Western men, and are operated almost exclusively in the interest of the North and West. But here is one entirely Southern, extending, by its amended charter, from Memphis, Tennessee, to Little Rock, Arkansas; thence to Jefferson, Texas, and thence along the Route above designated to the town and bay of San Diego. The *Transcontinental Company* is already organized under a State charter, granted by the Legislature of Texas, and will soon begin practical operations through that par-

tially undeveloped empire Commonwealth. The Texas Branch is about 800 miles in length. The Company's franchise over this enormous distance is wholly distinct from that of Congress, though additional or precedent thereto. It is impossible to over-estimate or even to describe the advantages of this Transcontinental Railroad, politically, commercially, and financially. Traversing the moderate zone, where winter is almost unknown, it will open up what many claim to be the richest region of our country, and what all concede to be the most magnificent cotton field in the world. Its wealth in minerals and agriculture; its neighborhood to Mexico, soon to be revolutionized by the arts of peace; its easier and short access to the two Oceans, will speedily arouse a universal interest in its behalf."

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## RAILROAD COMPANIES, HAVING OFFICES IN THE CITY OF NEW YORK.

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**Allentown Line**, 254 Broadway.

**Atlantic and Great Western.**

Ticket Office, 241 Broadway.

**Baltimore and Ohio**, Freight and Ticket Office, 229 Broadway. C. W. Perveil, Gen. Agent, N. Y.

**Burlington and Missouri River**, Ticket Office, 8 Astor House.

**Camden and Amboy**, Pier 1, N. R., and foot of Cortlandt St. Office, 111 Liberty Street. Hoyt Sanford, Agent, N. Y.

**Central**, (of New Jersey,) 119 Liberty St. H. P. Baldwin, Gen. Passenger Agent.  Passengers leave from foot of Liberty St.

**Central Pacific**, 54 William St. C. P. Huntington, Vice President.

**Chicago and Alton**, 12 Wall St.

**Chicago, Burlington and Quincy**, Freight and Ticket Office, 8 Astor House. R. G. Hoyt, Agent.

**Chicago and Northwestern**, Office, 52 Wall St.

**Chicago, Rock Island and Pacific**, 13 William St. John F. Tracy, President; John T. Sanford, General Agent. Ticket Office, 257 Broadway.

**Cleveland, Columbus, Cincinnati and Indianapolis**, 241 Broadway. John J. Hollister, Agent.

**Columbus, Chicago and Indiana**, 57 Broadway. B. E. Smith, President.

**Delaware, Lackawanna and Western**, 26 Exchange Place. Samuel Sloan, President.

**Detroit and Milwaukee**, Ticket Office, 349 Broadway. C. E. Noble, General Agent.

**Erie Railway**, Ticket Office, 241 Broadway, and foot of Chambers St. Wm. R. Barr, General Passenger Agent. Passengers leave from foot of Chambers St. and foot of 23rd St.

**Flushing and North Side**, foot of James Slip, E. R., or 34th St.

**Grand Trunk**, (Canada) Ticket Office, 175 Broadway. E. P. Beach, General Agent.

**Great Southern Mail Route**, Ticket Office, 229 Broadway. J. B. Yates, General Agent.

**Great Western**, (Canada) Ticket Office, 349 Broadway. C. E. Noble, General Agent.

**Hudson River**, West 30th St., cor. Tenth Avenue. C. Vanderbilt, President; C. H. Kendrick, General Ticket Agent. Ticket Office, 413 Broadway.

**Illinois Central**, 31 Nassau St., & 9 Astor House. John J. Sproull, General Agent.

**Lake Shore and Michigan Southern**, Ticket Office, 247 Broadway. H. C. Barr, Agent.

**Long Island**, Depot, James Slip, E. R. O. Charlick, President.

**Michigan Central**, Ticket Office, 349 Broadway. Charles E. Noble, General Agent.

**Milwaukee and St. Paul**, Office, 25 William St. Ticket Office, 319 Broadway. Joseph W. Prince, General Agent.

**Morris and Essex**, Depot, foot of Barclay St., foot of Christopher St., and Pier 48 N. R.

**Newark and New York**, foot of Liberty St.

**New Jersey Railroad and Trans. Com.**, 111 Liberty St. and foot of Cortlandt St. A. L. Dennis, President; F. W. Rankin, Secretary.

**New York Central**, Ticket Office, 413 Broadway. R. L. Crawford, Agent.

**New York and Harlem**, Fourth Avenue, cor. E. 26th St. C. Vanderbilt, President.

**New York and New Haven**, Depot, Fourth Avenue, cor. East 27th St. Wm. D. Bishop, President. James H. Hoyt, Superintendent.

**New Jersey Midland**, 25 Nassau Street.

**New York and Oswego Midland**, 25 Nassau St.

**New York and Flushing**, Foot James Slip, E. R.

**New York and Philadelphia Line**, Passengers leave from foot Cortlandt St.

**New York and Washington Air Line**, Ticket Office, foot Cortlandt St. W. P. Smith, Gen. Manager, Washington, D. C.

**Northern Pacific**, Office, 120 and 122 Broadway, N. Y.—*Land Department*, 114 South Third St., Phila.

**Ohio and Mississippi**, Office 88 Wall St.

**Panama**, 88 Wall St. David Headley, President.

**Pennsylvania Central**, Ticket Office, 1 Astor House. J. L. Elliott, Agent.

**Pittsburgh, Cincinnati and St. Louis**, 526 Broadway. J. L. Miller, General Agent.

**St. Louis Alton and Terre Haute**, Office, 12 Wall St. Charles Butler, President.

**Staten Island**, Foot Whitehall St. J. H. Vanderbilt, President.

**Toledo, Wabash and Western**, 254 Broadway.

**Union and Central Pacific**, 303 Broadway. F. Knowland, General Agent.

**Virginia and Tennessee Air Line**, 303 Broadway.

**West Shore Hudson River**, 33 Broad St.

TELEGRAPH COMPANIES,  
IN THE CITY OF NEW YORK.

**Anglo-American**, 88 Liberty St. Principal Offices, London, England. Cyrus W. Field, Director.

**Atlantic and Pacific**, 33 Broadway. A. F. Wilmarth, President.

**Bankers' and Brokers'**, 16 Broad, and 4 Hanover Sts. Wm. Callow, President.

**Erie Railway**, Eighth Avenue cor. West 23rd St., and 145 Broadway.

**Franklin**, 11 Broad St. Extends from New York to Boston, Mass. George H. Ellery, President.

**French Transatlantic Cable Co.**, (Limited.) "Société du Cable Transatlantique Français."\*

**Gold and Stock**, 18 New St. Marshall Lefferts, President.

**International Ocean**, 88 Liberty St. Extends from Lake City, Florida, to Havana, Cuba. Wm. F. Smith, President.

**New York, Newfoundland and London**, 88 Liberty St. Extends from Plaster Cove to Heart's Content, N. F., connecting with the ATLANTIC CABLE. Peter Cooper, President.

**Pacific and Atlantic**, 23 Wall St. **Western Union**, 145 Broadway.

William Orton, President; O. H. Palmer, Secretary and Treasurer. This Company reach across the Continent, from the Atlantic to the Pacific Ocean, and embraces every State and Territory in the Union but New Mexico and Arizona. They also connect with the Canada Lines of Telegraph, and with the Atlantic and Cuba Cables—having in use 115,000 miles of wire.

\* Merged into the Anglo-American Company.

THE  
**PENNSYLVANIA CENTRAL RAILROAD,**  
And Connecting Lines in Conjunction with the  
**Union and Central Pacific Railroads,**  
FORMS THE  
**GREAT OVERLAND ROUTE,**  
BETWEEN THE  
**ATLANTIC AND PACIFIC OCEANS.**

---

**FOR QUICK TIME, SURE CONNECTIONS,  
AND VARIETY OF SCENERY,  
THIS ROUTE HAS NO EQUAL.**

---

The Route from NEW YORK or PHILADELPHIA to PITTSBURGH, passes through the finest farming and grazing land of the East, and through the vast Coal Fields of Western Pennsylvania. The Road follows the course of the picturesque Susquehanna, Juniata and Conemaugh Rivers, and crosses the Allegheny Mountains at a height of 2,200 feet above the level of the sea.

Passengers desiring to pass through CHICAGO, the metropolis of the West, will, on reaching PITTSBURGH, take the "Fort Wayne Route" to CHICAGO. From thence to OMAHA, the Eastern terminus of the Union Pacific Railroad, they have a choice of three excellent Routes. From OMAHA to SAN FRANCISCO, passengers will have *but one change of Cars.*

Passengers wishing to visit St. Louis will take the "Pan Handle Route" from PITTSBURGH, and pass through the Cities of COLUMBUS and INDIANAPOLIS. From ST. LOUIS, passengers can take the North Missouri R. R., or Pacific Missouri R. R. to the Junction, with the Kansas Pacific R. W. The Kansas Pacific R. W., connects at CHEYENNE with the Union Pacific R. R. From CHEYENNE to SAN FRANCISCO there is *but one change of Cars.*

PASSENGERS can also connect at St. Louis with the Railroads for Kansas City, and at Kansas City with the *Kansas City, St. Joseph & Council Bluffs R. R.* for Omaha, and at Omaha with *Union Pacific R. R.* for San Francisco.

# THE PENNSYLVANIA CENTRAL

IS THE ONLY ROUTE

## RUNNING PULLMAN PALACE CARS

FROM

### NEW YORK AND PHILADELPHIA

TO

### CHICAGO AND ST. LOUIS,

**Without Change.**

Passengers will please bear this in mind when selecting their Route

**ACROSS THE CONTINENT,**

AS IT WILL

SAVE THEM THE TROUBLE AND INCONVENIENCE OF SEVERAL CHANGES OF CARS.

---

**THE DAY AND NIGHT CARS**

Run by this Line are

**THE FINEST IN THE COUNTRY,**

As will be seen by a reference to the views on pages 114 and 115.

---

 Each Through Car is in charge of a Special Conductor. Ladies travelling alone, or families, can go through FROM OCEAN TO OCEAN without the least fear of trouble or annoyance.

---

This Line is in close working order with the NEW STEAMER LINES running between San Francisco and Australia, New Zealand, Japan and China.

FROM THE

# PACIFIC OCEAN TO THE ATLANTIC OCEAN.

PASSENGERS FOR

**PITTSBURGH,  
BALTIMORE,  
WASHINGTON,**

**PHILADELPHIA,  
NEW YORK,  
BOSTON,**

AND

ALL POINTS ON THE ATLANTIC COAST,

Should purchase their Tickets via

# THE PENNSYLVANIA CENTRAL ROUTE

By so doing they will

**SAVE TIME AND MONEY.**

THIS IS

The Only Route Running Pullman Palace Cars

THROUGH FROM

CHICAGO AND ST. LOUIS TO THE ABOVE POINTS,

**Without Change.**

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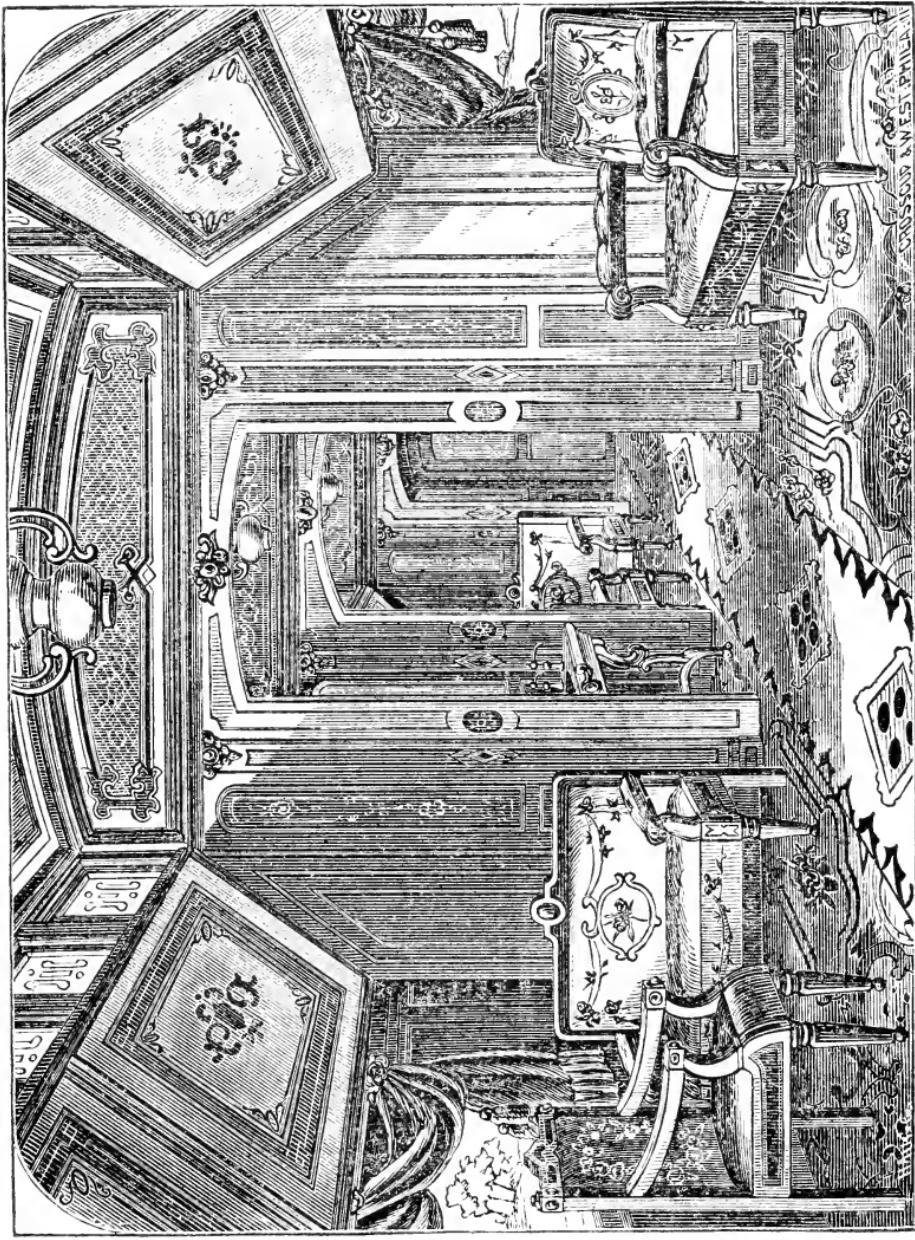
# THE CARS ARE THE FINEST IN THE COUNTRY.

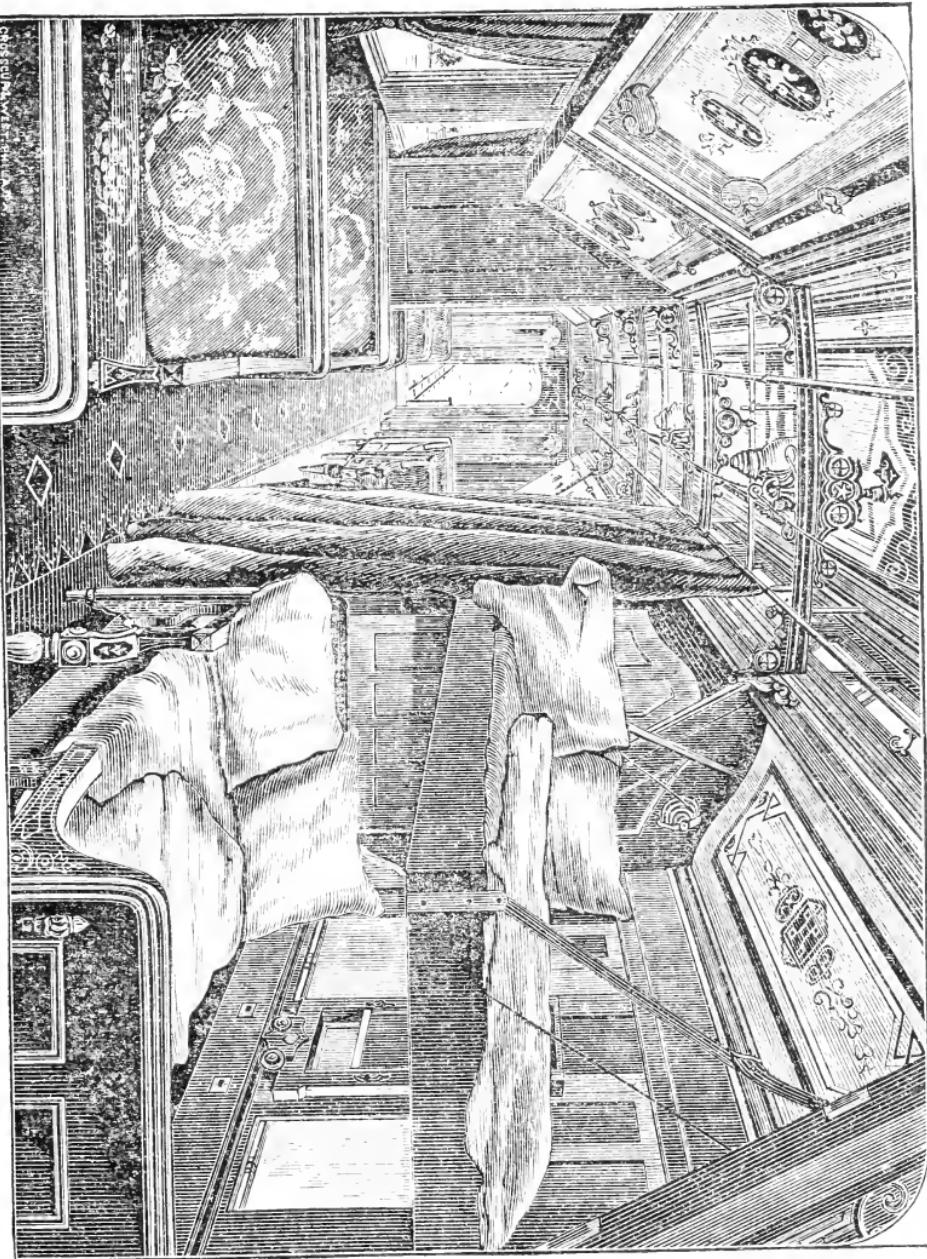
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The scenery is picturesque and varied. All the modern improvements for the comfort of Passengers are in use on this Line. Passengers have fewer changes of cars than by any other Route. The employees are courteous and attentive.

---

**RATES OF FARE ALWAYS AS LOW AS BY ANY OTHER ROUTE.**





FROM THE  
**ATLANTIC OCEAN TO THE PACIFIC OCEAN**  
VIA THE  
**Philadelphia and Erie Route.**  
TO PASSENGERS CONTEMPLATING  
A PLEASURE EXCURSION TO THE PACIFIC COAST,  
THIS ROUTE OFFERS  
**UNEQUALLED INDUCEMENTS.**



PARTIES DESIRING TO AVOID A RAILROAD JOURNEY IN THE SUMMER MONTHS

CAN CONNECT AT ERIE WITH A LINE OF

**Steamers for Lake Superior**

AND INTERMEDIATE POINTS.

Connecting at DULUTH, with the NORTHERN PACIFIC RAILROAD.

**AT DULUTH, THE HEAD OF NAVIGATION,**

Passengers can resume their Rail journey for St. Paul, at which point they connect for Chicago, via Rail,

OR WITH STEAMER LINES,

FOR

**DUBUQUE, CLINTON, ROCK ISLAND, BURLINGTON, ST. LOUIS,**

AND OTHER CITIES ON THE MISSISSIPPI RIVER.

PASSENGERS, VIA THE

# PHILADELPHIA AND ERIE ROUTE,

Can also connect at ERIE with the Lake Shore R. R. Line, via CLEVELAND and TOLEDO, or with the Lake Shore R. R. Line, and Pittsburgh, Fort Wayne and Chicago R. W., via CLEVELAND and CRESTLINE, for CHICAGO; and at CHICAGO with the Connecting Lines of the

## UNION PACIFIC RAILROAD.

TO THE TOURIST AND PLEASURE-SEEKER,

NO COUNTRY IN THE WORLD

Offers as Great Attractions as California,

PROBABLY THE MOST NOTED AND WONDERFUL OF THESE ATTRACTIONS IS THE

## “YOSEMITE VALLEY.”

The “YOSEMITE FALL,” 2,600 feet in height, is the highest waterfall yet discovered in the World. Towering over all, will be seen the lofty summit of SOUTH DOME, which rises 6,000 feet above the Valley.

ON THE ROUTE TO “YOSEMITE” ARE FOUND THE

## BIG TREES OF CALAVERAS,

The largest of these is 320 feet in height, and 90 feet in circumference.

Among the other noted Points of Interest are

THE HOT AND COLD MINERAL SPRINGS.

DONNER LAKE.

SANTA CLARA VALLEY.

THE GEYSERS.

AND

THE NUMEROUS GOLD, SILVER AND QUICKSILVER MINES.

FROM THE

Pacific Ocean to the Atlantic Ocean,  
VIA THE

**PHILADELPHIA AND ERIE ROUTE.**

---

PASSENGERS FOR THE EAST  
WILL FIND THIS  
**ONE OF THE BEST ROUTES.**

---

At CHICAGO Passengers connect with the Lake Shore Road, via TOLEDO, for ERIE; or, with the Pittsburgh, Fort Wayne and Chicago Railway, via CRESTLINE, for ERIE.

---

At ERIE close Connections are made with Express Trains for  
**PHILADELPHIA, BALTIMORE,**  
NEW YORK, WASHINGTON,  
AND  
**ALL POINTS EAST.**

---

Passengers taking this Route have an opportunity of inspecting  
**THE GREAT OIL REGIONS,**  
AND  
**LUMBER DISTRICTS OF PENNSYLVANIA.**

# NEW YORK AND PHILADELPHIA RAILROAD.

Depot and Ticket Office, foot of Courtland Street,

**NEW YORK.**

WHERE THROUGH TICKETS AND CHECKS CAN BE PROCURED TO ALL PARTS OF THE  
WEST, NORTHWEST, SOUTHWEST AND SOUTH.

THIS LINE WITH THE

**PENNSYLVANIA CENTRAL RAILROAD,**  
AND CONNECTIONS, FORMS THE

SHORTEST, BEST, MOST COMFORTABLE, AND MOST DIRECT ROUTE  
TO

**Chicago, St. Louis, Louisville and Cincinnati.**

TO ALL OF WHICH PLACES

**PULLMAN'S SILVER PALACE CARS**  
RUN THROUGH FROM NEW YORK WITHOUT CHANGE.

AND WITH THE

**PHILADELPHIA, WILMINGTON & BALTIMORE R. R.**  
AND CONNECTIONS, IT FORMS THE

**Great Through Line to the Southwest and South,**

NORFOLK, RICHMOND, CHARLESTON, AUGUSTA,  
SAVANNAH, FERNANDINA, JACKSONVILLE, CEDAR KEYS, PENSACOLA,  
MOBILE, NEW ORLEANS, ATLANTA, MACON, MONTGOMERY,  
MEMPHIS AND LITTLE ROCK,

WITH PULLMAN'S SILVER PALACE CARS THROUGH FROM NEW YORK,

**WITHOUT CHANGE,**

**To Baltimore, Washington and Lynchburg.**

**F. W. RANKIN,**

General Passenger Agent,

**NEW YORK.**

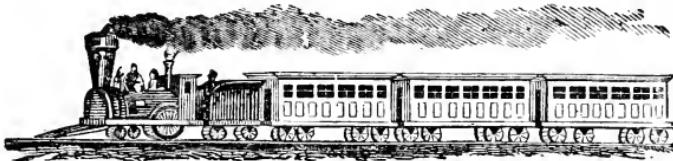
**F. W. JACKSON,**

General Superintendent,

**JERSEY CITY.**

# NORTHERN CENTRAL RAILROAD.

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*FOUR PASSENGER TRAINS WEST AND NORTH.*

---

Trains leave BALTIMORE, four times Daily, for  
HARRISBURG, SUNBURY AND WILLIAMSPORT.

TWICE DAILY, FOR  
ELMIRA, CANANDAIGUA, ROCHESTER, BUFFALO AND NIAGARA FALLS,  
CONNECTING AT HARRISBURG WITH THE

**PENNSYLVANIA CENTRAL RAILROAD**  
FOR  
PITTSBURGH, CHICAGO, &c.

---

The Northern Central Railroad affords the Most Direct and Speedy  
Route from WASHINGTON and BALTIMORE to the

**WEST AND NORTH,**

Connecting with the Philadelphia and Erie Railroad, at WILLIAMSPORT,  
and with the Erie Railway at ELMIRA, N. Y.

---

FOR TICKETS TO ALL POINTS NORTH AND WEST,  
APPLY AT  
CALVERT STATION, BALTIMORE.

**EDWIN S. YOUNG,**

General Passenger Agent.

120

**ALFRED R. FISKE,**

Gen'l Superintendent.

# ILLINOIS CENTRAL RAILROAD.



## GOING SOUTH.

**CHICAGO to ST. LOUIS** without Change of Cars.

**TWO DAILY EXPRESS TRAINS, Morning and Evening.**

Connecting at St. Louis for Kansas City, Leavenworth, Lawrence, Topeka, Denver and all parts of the West and Southwest.

 Fare as low and Time as quick as by any other route.

**CHICAGO to CAIRO** without Change of Cars.

**TWO DAILY EXPRESS TRAINS, Morning and Evening.**

This is the only direct route from Chicago—it is from 100 to 150 miles shorter, and from 12 to 24 hours quicker than any other to Memphis, Vicksburg, Mobile, New Orleans and all parts of the South.

**ST. LOUIS to CAIRO** without Change of Cars.

**TWO DAILY EXPRESS TRAINS, Morning and Evening.**

This is the only direct route from St. Louis, it is 30 miles shorter and two hours quicker than any other to Memphis, Vicksburg, Mobile, Nashville and all parts of the South and Southeast.

**DUBUQUE to ST. LOUIS and CAIRO** without Change of Cars.

**TWO DAILY EXPRESS TRAINS, Morning and Evening.**

This is the only direct route from the North and Northwest to St. Louis, Cairo and all parts of the South and Southwest.

---

**ELEGANT DRAWING-ROOM SLEEPING CARS ON ALL NIGHT TRAINS.**

**Through Tickets and Baggage Checks issued to all Important Points.**

---

FOR THROUGH TICKETS AND INFORMATION, apply at Chicago, at the Great Central Depot, foot of Lake Street; at St. Louis, at the Company's Office, 102 North Fourth Street; at Cairo and Dubuque, at the Depots.

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**W. P. JOHNSON,**  
Gen'l Passenger Ag't, CHICAGO.

**M. HUGHITT,**  
GENERAL SUP'T, CHICAGO.  
121

# ILLINOIS CENTRAL RAILROAD.

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## GOING NORTH.

---

**CAIRO to CHICAGO** without Change of Cars.

**TWO DAILY EXPRESS TRAINS, Morning and Evening.**

Connecting at Chicago with all Eastern and Northern Lines for Niagara Falls, Buffalo, Pittsburgh, Philadelphia, Baltimore, Washington, Milwaukee, St. Paul and all parts of the East and North. This is from 100 to 150 miles shorter and from 12 to 24 hours quicker, from all parts of the South, to Chicago and the East and North.

 **Only One Change of Cars from Cairo to New York.**

---

**CAIRO to ST. LOUIS** without Change of Cars.

**TWO DAILY EXPRESS TRAINS, Morning and Evening.**

This is the only direct route from the South and Southeast to St. Louis, Kansas City, Leavenworth, Denver and all parts of the Northwest; it is 30 miles shorter and 2 hours quicker than any other.

**ST. LOUIS to CHICAGO** without Change of Cars.

**TWO DAILY EXPRESS TRAINS, Morning and Evening.**

Connecting at Chicago for Niagara Falls, Buffalo, Pittsburgh, Philadelphia, Baltimore, Washington, Milwaukee, St. Paul and all parts of the North and East.

 **Only One Change of Cars from St. Louis to New York.**

---

**CAIRO and ST. LOUIS to DUBUQUE** without Change of Cars.

**TWO DAILY TRAINS leave Cairo and St. Louis, Morning and Evening.**

Passing through Vandalia, Pana, Decatur, Bloomington, El Paso, La Salle, Mendota, Freeport, Warren, Galena and Dunleith to Dubuque, at which points connections are made with the *Iowa Division of the Illinois Central Railroad* for Cedar Falls, Independence, Waterloo, Fort Dodge and Sioux City, also with Steamers on the Upper Mississippi, for Prairie Du Chien, La Crosse, Winona, St. Paul and intermediate points. The *Lake Superior and Mississippi Railroad* runs from St. Paul to Duluth, Minn.

---

**W. P. JOHNSON,**  
GEN'L PASSENGER AG'T, CHICAGO.

**M. HUGHITT,**  
GENERAL SUP'T, CHICAGO.

CHICAGO, KANSAS CITY AND DENVER THROUGH LINE.

---

# CHICAGO, BURLINGTON AND QUINCY,

Hannibal & St. Joseph and Kansas Pacific Railroads.

---

64 MILES, THE SHORTEST ROUTE  
From CHICAGO to

KANSAS CITY, FORT SCOTT, LAWRENCE, TOPEKA,  
AND ALL POINTS IN KANSAS.

---

The only Route Running Pullman's Palace Sleeping Cars through between Chicago,

## KANSAS CITY AND DENVER,

Without Change or Ferry, Connecting with

*Denver Pacific Railroad for Cheyenne, Ogden, Salt Lake,  
Sacramento and San Francisco.*

---

70 MILES, THE SHORTEST ROUTE  
From CHICAGO to

## LEAVENWORTH, IATAN, WESTON,

And all Principal Points in Northern Kansas.

---

115 MILES, THE SHORTEST ROUTE  
From CHICAGO to

## ST. JOSEPH, ATCHISON, WATERVILLE,

And all Points on Central Branch Union Pacific Railroad.

Passengers should be particular to ask for Tickets via Chicago, Burlington and Quincy Railroad.

---

SAM'L POWELL, GEN'L TICKET AG'T, CHICAGO.

E. A. PARKER, GEN'L WEST. PASS. AG'T, CHICAGO.

ROBERT HARRIS, GENERAL SUPERINTENDENT, CHICAGO.

Favorite Short Route to California.

---

# CHICAGO, BURLINGTON AND MO. RIVER RAILROAD LINE.

---

Shortest, Quickest, and only Direct Route from Chicago to

**Burlington, Keokuk, Ottumwa, Alton, Nebraska City,  
PLATTSMOUTH, LINCOLN.**

Best and Most Desirable Route to

**COUNCIL BLUFFS AND OMAHA,  
AND ALL PRINCIPAL POINTS IN THE FAR WEST.**

---

Direct Connections are made at Omaha with the Union Pacific R. R. for Cheyenne, Denver, Ogden, Salt Lake, Corinne, Elko, Argenta, Reno,

***Sacramento, San Francisco,***

**Yokohama, Japan; Hong Kong, China;** and all points on the Pacific Coast.

---

**Pullman's Palace Hotel and Drawing Room Sleeping Cars  
ARE RUN DAILY ON THIS ROUTE FROM CHICAGO TO COUNCIL BLUFFS AND OMAHA.**

---

Be particular to ask for Tickets via

**CHICAGO, BURLINGTON AND QUINCY R. R.**

Which can be obtained at all principal Ticket Offices in the East and at the **Company's Office, 63 Clark Street, Chicago.**

The Smooth and Perfect Track, MAGNIFICENT DAY AND SLEEPING CARS, and the regularity with which Trains are run, are a sufficient guarantee to Passengers of SAFETY, COMFORT and SPEED.

---

**FARE ALWAYS AS LOW AS BY ANY OTHER ROUTE.**

 **Baggage Checked Through and Handled Free.** 

---

ROBERT HARRIS, GEN'L SUP'T, CHICAGO.

SAM'L POWELL, GEN'L TICKET AGENT, CHICAGO.

E. A. PARKER, GEN'L WESTERN PASSENGER AGENT, CHICAGO.

# CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.

---

THE DIRECT ROUTE FOR

**Joilet, Morris, Ottawa, La Salle, Peru, Henry,  
PEORIA, LACON, GENESEO, MOLINE,  
Rock Island, Davenport, Muscatine, Washington, Iowa City, Grinnell,  
Newton, Des Moines,**

## COUNCIL BLUFFS & OMAHA,

Connecting with Trains on the Union Pacific Railroad, for  
**CHEYENNE, DENVER, CENTRAL CITY, OGDEN, SALT LAKE, WHITE PINE, HELENA,  
SACRAMENTO, SAN FRANCISCO,**

And all Points in Upper and Lower California; and with Ocean Steamers at  
San Francisco, for all Points in

**CHINA, JAPAN, SANDWICH ISLANDS, OREGON AND ALASKA.**

---

## ELEGANT PALACE SLEEPING COACHES

Run Through to Peoria and Council Bluffs, Without Change.

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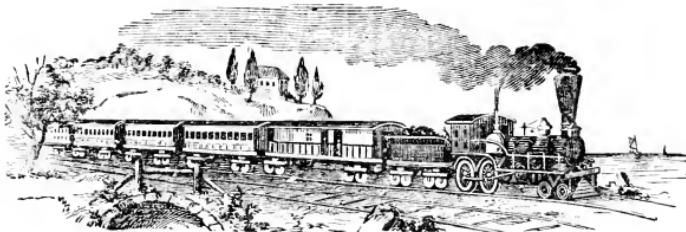
 Connections at LA SALLE, with Illinois Central Railroad, North and South; at PEORIA, with Peoria, Pekin & Jacksonville Railroad, for Pekin, Virginia, &c.; at PORT BYRON JUNCTION, for Hampton, Le Claire, and Port Byron; at ROCK ISLAND, with Packets North and South on the Mississippi River.

 For Through Tickets, and all desired Information in regard to Rates, Routes, &c., call at the Company's Office,

No. 37 South Clark St., Chicago; or, 257 Broadway, New York.

---

A. M. SMITH, Gen. Pass. Agent. HUGH RIDDLE, Gen. Supt. P. A. HALL, Asst. Gen. Supt.



# PALACE DAY AND SLEEPING CARS

ARE RUN THROUGH TO

# CHICAGO

WITHOUT CHANGE,

From New York, Albany, Philadelphia, Harrisburg, Pittsburgh, Rochester, Syracuse, Buffalo, Cleveland, Cincinnati, Indianapolis, Louisville, Detroit, and all Principal Eastern Cities,

MAKING CLOSE CONNECTIONS WITH EXPRESS TRAINS,

—VIA—

## ROCK ISLAND ROUTE

FOR

DES MOINES, COUNCIL BLUFFS, OMAHA,

AND ALL POINTS IN THE TERRITORIES AND CALIFORNIA.

—VIA—

## Union and Central Pacific Railways.

---

 Passengers arriving in Chicago, via MICHIGAN SOUTHERN AND LAKE SHORE RAILROAD, change Cars in the Great Rock Island Depot.

---

FREE TRANSFER TICKETS GIVEN FOR PASSENGERS AND BAGGAGE,  
TO THOSE HOLDING THROUGH TICKETS, VIA THIS ROUTE.

A. M. SMITH, Gen'l Pass. Agent.



# CHICAGO, ALTON AND ST. LOUIS RAILROAD.

THE SHORTEST, QUICKEST, AND BEST ROUTE TO  
JOLIET, BLOOMINGTON, SPRINGFIELD, JACKSONVILLE, ALTON,  
AND

**SAINT LOUIS.**

WITHOUT CHANGE OF CARS OR BAGGAGE.

THE ONLY ROAD BETWEEN CHICAGO AND ST. LOUIS RUNNING  
Pullman's Palace Sleeping and Celebrated Dining Cars.

THE ONLY LINE OVER WHICH  
**THREE THROUGH EXPRESS TRAINS**  
Leave Chicago for St. Louis Daily,  
AND MAKING THE  
**TIME IN 11 HOURS.**

This being the most Direct Route, via ST. LOUIS, to all Points in Missouri, Kansas, South and Southwest, Passengers have an assurance of making advertised Time and certain Connections which cannot be relied upon by longer and more circuitous Routes.

**FARE ALWAYS AS LOW AS BY ANY OTHER ROUTE.**

**BAGGAGE CHECKED THROUGH FREE OF CHARGE.**

ASK FOR AND NOTICE THAT YOUR TICKETS READ

**Via Chicago & Alton Road—the Short Air Line Route!**

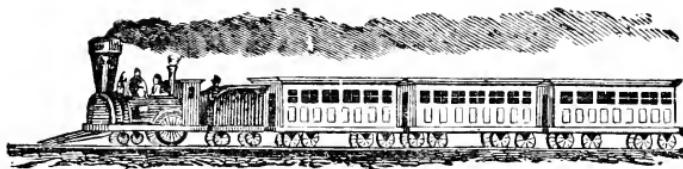
Which can be purchased at all principal Ticket Offices in the United States and Canadas.

**A. NEWMAN, Chicago, Gen'l Ticket Agent.**

**J. C. McMULLIN, Gen'l Sup't.**

# Chicago & Northwestern Railroad.

---



## TWO DAILY TRAINS

Are run on each Division of this Road from CHICAGO to all Points  
NORTH, NORTHWEST AND WEST.

---

THE ONLY MAIL ROUTE FROM CHICAGO TO ALL POINTS IN THE NORTHWEST.

---

Shortest Time to OMAHA, and connecting at that Point with the  
UNION PACIFIC RAILROAD, for

**DENVER, SALT LAKE, SAN FRANCISCO,**  
And all Points on the PACIFIC COAST.

---

**PULLMAN PALACE CARS ON ALL NIGHT TRAINS.**

---

BAGGAGE CHECKED TO ALL PRINCIPAL POINTS.

---

Through Tickets on sale at all the Principal Offices in the United States  
and Canadas, and at the Company's Offices,

**227 BROADWAY, NEW YORK.**

AND SOUTHEAST CORNER LAKE AND CLARK STREETS, CHICAGO.

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H. P. STANWOOD,

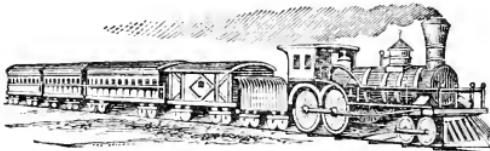
General Ticket Agent.

128

JOHN C. GAULT,

General Sup't.

# Cleveland, Columbus, Cincinnati, and Indianapolis R. R.



IF YOU ARE GOING

## NORTH AND EAST,

BUY YOUR TICKETS OVER THE FAVORITE

## "BEE LINE,"

FOR SALE

## THROUOHNUT THE WEST AND SOUTH.

The **Cleveland, Columbus, Cincinnati & Indianapolis Railway**, ("Bee Line") extends from Cleveland, O., through Wellington, New London, Shelby, Crestline, Galion, Cardington and Delaware to Columbus, Ohio, —**138 Miles**; from Delaware, Ohio, to Springfield, Ohio,—**50 Miles**; from Crestline, Ohio, through Marion, Bellefontaine and Sydney, Ohio, Union, Muncie and Anderson, Indiana, to Indianapolis, Indiana,—**207 Miles**; **Total, 395 Miles.**

The **Indianapolis & St. Louis Railway**, extends from Indianapolis, Indiana, through Danville, Green Castle and Terre Haute, Indiana, Charleston, Mattoon, Shelbyville, Pana, Hillsboro', Litchfield, Bunker Hill and Alton, Illinois, to St. Louis, Missouri,—**261 Miles.**

These **Two Important Railway Lines** run **THREE EXPRESS PASSENGER TRAINS** each way, Daily, with **Direct Connections** to and from Buffalo, Dunkirk, Erie, Cleveland, Crestline, Pittsburgh, Chicago, Columbus, Cincinnati, Indianapolis, Louisville, Terre Haute, Pana, Mattoon, Alton and St. Louis, and **through those places with the entire country**—

## EAST, WEST, NORTH AND SOUTH.

E. S. FLINT,

Gen'l Superintendent,  
CLEVELAND, OHIO.

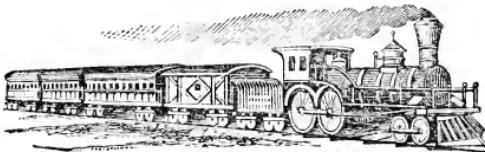
S. F. PIERSON,

General Ticket Agent,  
CLEVELAND, OHIO.

E. A. FORD,

Gen'l Pass. Agent,  
CLEVELAND, OHIO.

# BURLINGTON RAILROAD ROUTE.



## THE BURLINGTON & MISSOURI RIVER RAILROAD,

Starting from BURLINGTON, Iowa, is a tree whose trunk forks into three branches, for it has three Western termini, each one of which is the representative of a distinctive class of Business, or separate class of Travel. Its first terminus is at

## COUNCIL BLUFFS, OR OMAHA,

where it connects with the Union Pacific Railroad, for all points on the Pacific Roads and Pacific Coast, and it is now generally conceded that this is the best Route to these points. Its next terminus is at

## LINCOLN,

the capital of Nebraska, fifty-five miles West of the Missouri River, (crossing the River at Plattsmouth,) opening up a rich country lying South of the Platte, where half a million dollars worth of Railroad Lands were sold last summer, and being indeed the only Direct Route thereto. Its third terminus is at

## HAMBURG AND NEBRASKA CITY.

At Hamburg, its Passenger Trains, (two each way, daily,) make close connections with the trains of the

## KANSAS CITY & COUNCIL BLUFFS RAILROAD,

for St. Joseph, Leavenworth, Kansas City, and all points in the Territories. In this regard it may be truly said that the passenger travelling from the East to Kansas, via Burlington, obtains advantages that he can find on no other Line, for he not only travels over a First-Class Road, splendidly equipped, where he is sure of safety and comfort while *en route* to his destination, but he has an opportunity of viewing the richest portions of Illinois and Missouri, as well as several hundred thousand acres of Railroad Land in Southwestern Iowa, just now coming into market at low prices and long credit.

 To passengers bound Westward, for any of these points, no better advice can be given than

**"TAKE THE BURLINGTON ROUTE."**

# NORTH MISSOURI RAILROAD.

---

THE SHORT LINE FROM

ST. LOUIS TO OTTUMWA, KANSAS CITY, ST. JOSEPH  
AND COUNCIL BLUFFS, AND ALL POINTS WEST.

---

## EXPRESS TRAINS

LEAVE ST. LOUIS DAILY,

On arrival of TRAINS from the EAST and SOUTH, and from CHICAGO.

---

## CLOSE CONNECTIONS

Made in UNION DEPOT, KANSAS CITY, with all Trains of WESTERN ROADS.

---

THE ONLY LINE RUNNING THROUGH CARS FROM

St. Louis to Ottumwa, St. Joseph and Council Bluffs.

---

THE ONLY LINE RUNNING

**PULLMAN'S PALACE SLEEPING CARS**  
FROM ST. LOUIS TO OTTUMWA,  
Kansas City, Leavenworth, Atchison, St. Joseph and Council Bluffs,  
WITHOUT CHANGE.

---

Ask for Tickets "Via North Missouri Railroad," which can be had at all Regular Ticket Offices, and in ST. LOUIS at the Offices of the Company,

113 North Fourth Street, (under the Planters' House,)  
AND AT BIDDLE STREET, AND NORTH MARKET STREET DEPOTS.  
FARE AS LOW AS BY OTHER ROUTES.

---

JAMES CHARLTON,

General Passenger and Ticket Agent,  
ST. LOUIS.

W. R. ARTHUR,

GENERAL SUPERINTENDENT,  
ST. LOUIS.

# **NORTH MISSOURI RAILROAD.**

THE SHORT LINE FROM

## **SAINT LOUIS**

TO

**KANSAS, COLORADO AND CALIFORNIA,  
IOWA AND NORTH.**

A CONTINUOUS ROUTE, UNDER ONE MANAGEMENT, FROM

## **SAINT LOUIS**

To Columbia, Mo., Ottumwa, Iowa, Chillicothe, Mo., Lexington, Mo.,  
**Kansas City, Mo., and St. Joseph, Mo.**

**THE GREAT IRON BRIDGE ACROSS THE MISSOURI AT ST. CHARLES**

Is now completed, making an unbroken Connection by

THIS SHORT ROUTE FROM

**ST. LOUIS TO ALL POINTS WEST AND NORTH.**

**NO TRANSFERS! NO FERRIES! AND NO CHANGE OF CARS!**

65	Miles the Shortest Line from St. Louis to Macon.
72	" " " " " St. Louis to Chillicothe.
11	" " " " " St. Louis to Kansas City.
15	" " " " " St. Louis to Leavenworth.
10	" " " " " St. Louis to Atchison.
50	" " " " " St. Louis to St. Joseph, COUNCIL BLUFFS, AND OMAHA.

**ONLY THREE CHANGES OF CARS,**

(One at ST. LOUIS, one at OMAHA, and one at UNION JUNCTION, CENTRAL AND UNION PACIFIC RAILROADS) between NEW YORK and all important Eastern and Southern Cities and San Francisco, by this Route.

## **PULLMAN'S PALACE CARS**

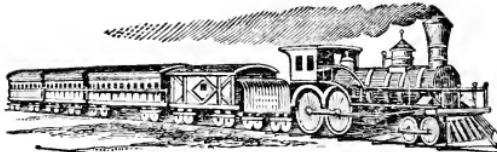
Run from NEW YORK to ST. LOUIS, ST. LOUIS to OMAHA, and OMAHA to UNION JUNCTION by this Route only.

**JAMES CHARLTON.**

General Passenger and Ticket Agent,  
ST. LOUIS.

**W. R. ARTHUR.**

General Superintendent,  
ST. LOUIS.



# PACIFIC RAILROAD OF MISSOURI, PASSING THROUGH JEFFERSON CITY.

---

THE DIRECT ROUTE TO

Kansas, Colorado, Utah and California,  
CONNECTING WITH THE  
**KANSAS PACIFIC RAILROAD.**

---

THE ONLY ROAD FROM

**ST. LOUIS to ATCHISON and FORT SCOTT,**  
PASING THROUGH  
**KANSAS CITY AND LEAVENWORTH,**  
WITHOUT CHANGE OF CARS.

---

Two Daily Trains, Morning and Evening,  
LEAVE ST. LOUIS FOR KANSAS CITY, &c.

---

***PALACE SLEEPING CARS ON NIGHT TRAINS.***

---

Ticket Office, 115 North Fourth Street, St. Louis,  
AND AT DEPOT, CORNER SEVENTH AND POPLAR.

---

**W. B. HALE,**  
General Passenger and Ticket Agent.

**T. McKISSOCK,**  
General Superintendent.

# NEW ROUTE TO CALIFORNIA,

VIA

# KANSAS PACIFIC RAILWAY.

## TRAINS LEAVE KANSAS CITY

On arrival of Trains of Hannibal & St. Joseph, North Missouri and Pacific Railroads, as follows:—

Leave <b>Kansas City</b> ..	MILES.	11.00 P. M.	9.50 A. M.
“ LAWRENCE .....	38	1.00 A. M.	11.55 “
“ TOPEKA.....	67	2.30 “	1.30 P. M.
“ Wamego.....	104	4.15 “	3.40 “
“ Manhattan.....	118	4.55 “	4.23 “
“ Junction City.....	138	5.50 “	5.23 “
“ Abilene.....	163	6.55 “	6.35 “
“ Solomon.....	173	7.20 “	7.00 “
“ Salina.....	185	8.25 “	8.15 “
“ Brookville.....	200	9.25 “	9.00 “
“ Ellsworth.....	223	10.30 “	.....
“ Hays City.....	289	1.40 P. M.	.....
“ Carson.....	487	11.30 “	.....
“ Hugo.....	534	1.45 A. M.	.....
ARRIVE AT			
<b>DENVER</b> .....	639	7.00 “	.....
<b>Cheyenne</b> .....	745	1.20 P. M.	.....
<b>Ogden</b> .....	1261	1.20 “	.....
<b>San Francisco</b> .....	2143	6.00 “	.....

Connecting at **Denver** with the **Denver Pacific Railway** for **Cheyenne**, where close Connections are made with the **Union Pacific Railroad** for

**OGDEN, SALT LAKE, CORINNE, RENO, BATTLE MOUNTAIN, ELKO, COLFAX, SACRAMENTO, MARYSVILLE, SAN FRANCISCO, AND ALL POINTS ON THE PACIFIC COAST.**

Making close Connections, Daily, at **DENVER**, for Central City, Georgetown, &c.; at Kit Carson, with *Southern Overland Mail and Express Co.'s Daily Line of Coaches* for Pueblo, Trinidad, Las Vegas, Sante Fé, Las Cruces, and all Points in Southern Colorado, New Mexico and Arizona.

TICKETS FOR SALE AT ALL PRINCIPAL TICKET OFFICES.

PASSENGER AND FREIGHT RATES AS LOW AS BY ANY OTHER ROUTE.

**BEVERLY R. KEIM,**

Gen'l Ticket Agent.

**T. F. OAKES,**

Gen'l Freight Agent.

**A. ANDERSON,**

Gen'l Superintendent.

# KANSAS PACIFIC RAILWAY.



RUNNING THROUGH

LAWRENCE, TOPEKA, &c., TO DENVER, COL.,  
638 MILES.

---

FIFTY MILES THE SHORTEST ROUTE  
FROM  
NEW YORK, PHILADELPHIA,  
AND ALL POINTS EAST AND SOUTH  
TO DENVER.

---

NEW ALL RAIL ROUTE TO CALIFORNIA.

---

CHICAGO TO DENVER WITHOUT CHANGE.

---

ST. LOUIS TO DENVER WITH ONE CHANGE.

---

PULLMAN'S PALACE CARS ON ALL THROUGH TRAINS.

---

The **Kansas Pacific Railway Company** have for Sale  
5,000,000 ACRES OF LAND along the Line of this Road, at from \$2 to  
\$6 per Acre. For particulars inquire of

J. P. DEVEREUX,

Land Commissioner, Lawrence, Kansas.

1,500,000

# ACRES OF LAND

IN

## CENTRAL AND SOUTHWEST MISSOURI,

Offered for Cash, or on Seven Years Credit, at

FROM \$3.00 TO \$15.00 PER ACRE,  
—BY THE—

## ATLANTIC & PACIFIC RAILROAD COMPANY,

EMBRACING THE

## SOUTH PACIFIC RAILROAD.

---

The State of Missouri, more than any other in the Union, contains the materials that constitute wealth. It is one-and-a-half times the size of the State of New York, and more than eight times that of Massachusetts. It is in the centre of the Mississippi Valley, near the heart of the Continent, and its metropolis, **St. Louis**, naturally, the half-way station between the Oceans.

The Climate is the golden mean of the Temperate Zone; its salubrity is proverbial—especially in the centre and southwestern portions—where the elevation above the ocean produces all the vitality of a more Northern latitude, while none of the Southern advantages are lost. Consumption and asthmatic complaints seldom or never originate here, but are often cured by this climate.

The Easterly portions of the State, through which the Railroad passes, including the Ozark range of hills, is broken, but of good soil, and has many excellent farms in the valleys, with extensive ranges for flocks and herds upon the higher land. This extends over 100 miles from St. Louis, when small prairies and a smoother country begin to appear.

The Central and Southwestern portion of the State, extending about 150 miles, easterly and westerly, cannot be excelled in beauty and fertility. The

dead level of trackless prairies is not found here, nor stagnant creeks and muddy pools. Instead of these are hill and dale and rolling prairies, frequent streams, and rapidly running water, over rocky bottoms, with numerous waterfalls and springs of clear, pure water.

The principal productions are corn, wheat, rye, barley, oats, flax, hemp, sorghum, tobacco, cotton, vegetables, and an abundance of all kinds of fruit.

The Southwestern portion of the State, with its mild Winters, late Falls, and early Springs, is peculiarly adapted to Stock-Raising of all kinds; blue grass grows spontaneously, and all tame grasses rapidly, and in abundance. By the aid of the Railroad, cattle in the Western counties are now worth within four dollars a head of what they are worth in St. Louis.

The production of wool is large, and increasing with marked rapidity. Woolen factories would be a profitable investment upon the water powers now unoccupied.

Missouri can challenge the World in variety, value, and extent of mineral wealth. A long catalogue would alone suffice to enumerate the different metals. They pervade more or less the whole State.

Timber is abundant, and so accessible as not to be extremely costly at any point.

As to Schools, few States are more awake than Missouri, and none more amply supplied with pecuniary provisions.

---

#### HOW TO REACH THESE LANDS.

From St. Louis, Southwest Missouri and the Lands offered for Sale, may be reached by the ATLANTIC and PACIFIC, otherwise called the

#### SOUTH PACIFIC RAILROAD.

All Station Agents on the Road are authorized to show the Company's Lands. At St. Louis, Descriptive Pamphlets and all needed Information can be obtained at the Land Office, or received elsewhere, upon request, in letters addressed to

**AMOS TUCK,**

*Land Commissioner, Atlantic & Pacific Railroad Co.,  
523 Walnut Street,*

**SAIN T LOUIS, Mo.**

# The Union and Central Pacific R. R. Line

FORMS DIRECT CONNECTION AT



WITH EVERY RAILROAD IN THE UNITED STATES AND CANADAS  
VIA

Chicago, Rock Island and Pacific R. R.

Chicago and Northwestern R. R.

Kansas City, St. Joseph and Council Bluffs R. R.  
and Burlington and Missouri River R. R.

WITH THEIR CONNECTIONS

Forming a Through Line of Travel from the Atlantic to the Pacific Ocean.

---

Passengers will choose their own Route and all Connecting Lines will receive impartial representation.

---

**ALL FIRST-CLASS PASSENGER TRAINS**

ARE ACCCOMPANIED BY

**Palace Drawing-Room and Sleeping Cars.**

Fare \$2.00 Each Day and Each Night.

---

 Sleeping Berths or Sections can be secured upon application to the Sleeping Car Conductor on the Train, at the Railroad Ticket Offices, or by Telegraph, to

**L. M. BENNETT,**

**General Superintendent Pullman Pacific Car Company, Omaha.**

---

 Conductors on this Line are instructed to Telegraph for Sleeping Berths for Passengers, by any Route they may choose, FREE OF EXPENSE.

# DENVER PACIFIC RAILROAD

FORMING A JUNCTION WITH THE

## Union Pacific Railroad

AT

# CHEYENNE,

IS NOW OPEN, AND TRAINS RUN REGULARLY IN CONNECTION WITH TRAINS  
ON THE U. P. R. R. AT

Cheyenne, for Denver, Santa Fé,

AND ALL POINTS IN

## COLORADO AND NEW MEXICO.

---

### ONLY 110 MILES FROM CHEYENNE TO DENVER.

---

The Road runs along the Platte River at the base of the Mountains, which furnish the grandest scenery on the Continent. LONG'S PEAK and PIKE'S PEAK, 65 miles off the Line, seen so distinctly through the clear atmosphere of these mountain districts, appear to be not ten miles away.

From DENVER, as a centre, the Tourist is able to reach all the Interesting Points in the interior by easy and short journeys by

### Colorado Central R. R. and Fast Stages.

Visiting the Mountain Towns, CENTRAL CITY, GEORGETOWN, and also the magnificent NATURAL PARKS, so often described by travellers and writers, who count among the Wonders of the World, the GREAT NORTH PARK, MIDDLE PARK, CENTRAL PARK, SAN LUIS PARK, GARDEN OF THE GODS, and numberless smaller Natural Parks, filled with game, trout streams, medicinal springs, natural groves and pastures,—presenting the richest and most varied scenery. The high-lying valleys of Colorado having an altitude of 4,000 to 6,000 feet afford a climate unexcelled even by Italy, either for a summer or winter residence. This promises to be one of the most attractive districts for Tourists.

Passengers on the U. P. R. R. having Through Tickets, can, on application to the Conductor, stop over at Cheyenne and visit this delightful country.

Passengers or Emigrants wishing to go only to Points in Colorado or New Mexico, should purchase Through Tickets, via OMAHA and CHEYENNE.

# The Utah Central Railroad

FORMING A JUNCTION WITH THE

## UNION PACIFIC RAILROAD

AT

### OGDEN,

IS NOW COMPLETED AND THREE DAILY TRAINS RUN REGULARLY BETWEEN  
OGDEN AND SALT LAKE CITY,

ON THE

## GREAT SALT LAKE.

Passengers have now the opportunity to visit that  
INTERESTING COUNTRY,  
Without, as formerly, enduring a tedious Stage ride.

## Only 37 Miles from Ogden to Salt Lake City.

Fare \$2.00—Time 2 Hours.

Route through Magnificent Scenery and over a good Railroad.

THROUGH PASSENGERS are allowed to stop over at OGDEN for rest, and to make this delightful Excursion to the Capital of Utah, which is the principal city in this great interior country.

THE MOST COMFORTABLE ACCOMMODATIONS  
Are Furnished by the Hotels at Salt Lake,  
FOR TOURISTS,

As well as for those who wish to make a longer stay in this Curious and Interesting Locality.

THE MEDICINAL WATERS AND HOT SPRING BATHS  
OF THIS NEIGHBORHOOD

Are a great attraction to Pleasure-Seekers as well as to Invalids.

 The Finest Fruits Grow in Profusion in this Highly Cultivated Valley.

# NORTHERN PACIFIC RAILROAD.

---

## NEW 7-30 GOLD LOAN

OF THE ABOVE COMPANY

SECURED BY FIRST MORTGAGE ON RAILROAD AND LAND GRANT.

*Safe! Profitable! Permanent!*

---

We offer for sale, at Par and accrued Interest,

THE FIRST MORTGAGE LAND GRANT GOLD BONDS OF THE NORTHERN PACIFIC RAILROAD COMPANY.

THEY ARE FREE FROM UNITED STATES TAX, AND ARE ISSUED OF THE FOLLOWING DENOMINATIONS:

Coupons, \$100, \$500, and \$1000; Registered, \$100, \$500, \$1000, \$5000, and \$10,000.

---

WITH the same entire confidence with which we commended Government Bonds to Capitalists and People, we now, after the fullest investigation, recommend these Northern Pacific Railroad Bonds to our friends and the general public.

**GOLD PAYMENT.**—Both principal and interest are payable in American gold coin, at the office of JAY COOKE & Co., New York City,—the principal at the end of 30 years, and the interest (at the rate of seven

and three-tenths per cent. per annum) half-yearly, first of January and July.

**PERFECT SAFETY.**—The Bonds we are now selling, are secured by a first and only mortgage on all the property and rights of the Northern Pacific Railroad Company, which will embrace on the completion of the work:—

1. Over Two Thousand Miles of Road, with rolling stock, buildings, and all other equipments.

2. Over Twenty-two Thousand Acres of Land to every mile of finished road. This land,—agricultural, timbered and mineral,—amounting in all to more than Fifty Million Acres, consists of alternate sections, reaching twenty to forty miles on each side of the Track, and extending in a broad fertile belt from Wisconsin through the richest portions of Minnesota, Dakota, Montana, Idaho, Oregon and Washington, to Puget Sound.

While the Government does not directly guarantee the Bonds of the Road, it thus amply provides for their full and prompt payment by an unreserved grant of land, the most valuable ever conferred upon a great National improvement.

**THE MORTGAGE.**—The Trustees under the Mortgage, are Messrs. Jay Cooke of Philadelphia, and J. Edgar Thompson, President of the Pennsylvania Central Railroad Company. They will directly and permanently represent the interests of the First Mortgage bond-holders, and are required to see that the *proceeds of land sales* are used in *purchasing and cancelling the Bonds of the Company*, if they can be bought before maturity at not more than 10 per cent. premium; otherwise the Trustees are to invest the proceeds of land sales in United States Bonds or Real Estate Mortgages for further security of Northern Pacific bond-holders. Also, that they have at all times in their control, as security, at least 500 acres of average

land to every \$1,000 of outstanding First Mortgage Bonds, besides the Railroad itself, and all its equipments and franchises.

**PROFITABILITY.**—Of course nothing can be safer than the Bonds of the United States, but as the Government is no longer a borrower, and as the Nation's present work is not that of preserving its existence, but that of **DEVELOPING A CONTINENT**, we remind those who desire to increase their income and obtain a more permanent investment, while still having a perfectly reliable security, that:—

United States 5-20's at their average premium yield the present purchaser less than  $5\frac{1}{2}$  per cent. gold interest. Should they be redeemed in five years, and specie payments be resumed, they would really pay only  $4\frac{3}{8}$  per cent., or if in three years, only  $3\frac{1}{2}$  per cent., as the present premium would meanwhile be sunk.

Northern Pacific 7-30's, selling at par in currency, yield the investor  $7\frac{3}{16}$  per cent. gold interest, absolutely, for thirty years, *free from United States tax*. \$1,100 currency, invested now in United States 5-20's, will yield per year in gold, say, \$62.00. \$1,100 currency, invested now in Northern Pacific 7-30's, will yield per year in gold, \$80.30. Here is a difference in *annual income* of nearly *one-third*, besides a difference of 7 to 10 per cent. in principal, when both classes of Bonds are redeemed.

## THE ROAD NOW BUILDING.—

Work was begun in July last on the eastern portion of the Line, and the money provided, by the sale to stockholders of some six millions of the Company's Bonds, to build and equip the Road from Lake Superior across Minnesota to the Red River of the North—233 miles. The grading on this division is now well advanced, the iron is being rapidly laid; several thousand men are at work on the Line, and about the first of August next this important section of the Road will be in full operation. In the meantime, orders have been sent to the Pacific coast for the commencement of the work on the western end, in early spring, and thereafter the work will be pushed, both eastward and westward, with as much speed as may be consistent with solidity and a wise economy.

## RECEIVABLE FOR LANDS.—

These Bonds will be at all times receivable, at 1.10, in payment for the Company's lands, at their lowest cash price.

## BONDS EXCHANGEABLE.—

The registered bonds can be exchanged at any time for coupons, the coupons for registered, and both these can be exchanged for others, payable—principal and interest—at any of the principal financial centres of Europe, in the coin of the various European countries.

**HOW TO GET THEM.**—Your nearest bank or banker will supply these Bonds in any desired amount, and of any needed denomination. Persons wishing to exchange stocks or other bonds for these, can do so with any of our agents, who will allow the highest current price for all marketable securities.

Those living in localities remote from banks, may send money, or other Bonds, directly to us by express, and we will send back Northern Pacific Bonds at our own risk, and without cost to the investor. For further information, pamphlets, maps, etc., call on, or address the undersigned, or any of the banks or bankers employed to sell this Loan.

FOR SALE BY

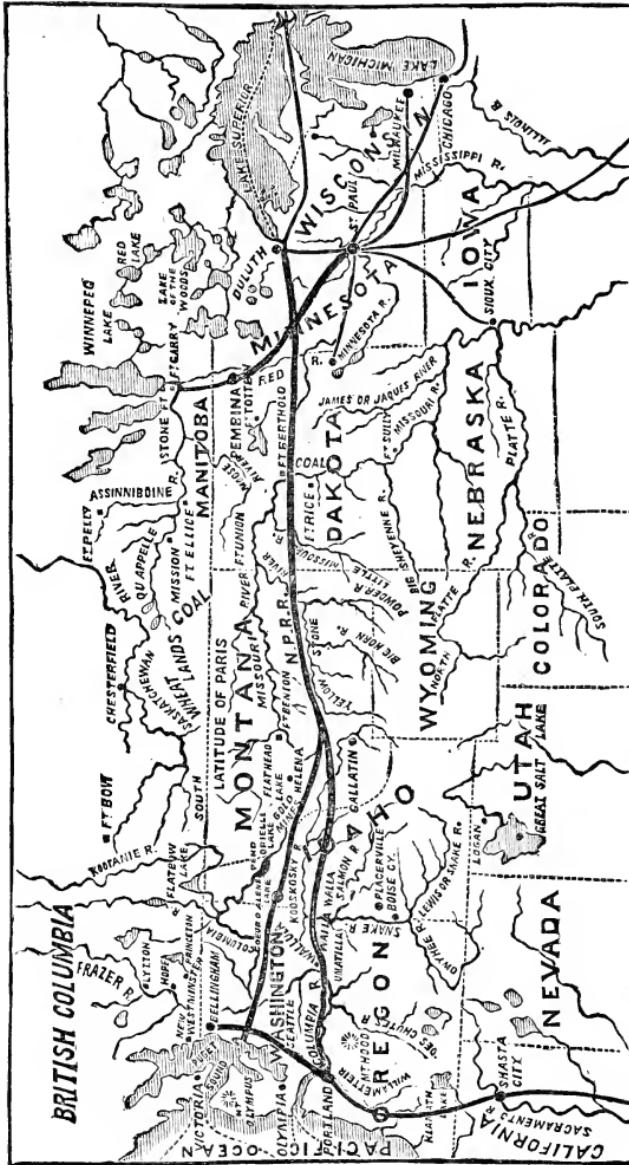
JAY COOKE & CO.,

Fiscal Agents Northern Pacific Railroad Co.,

114 South Third St., Cor. Nassau and Wall Sts., 452 Fifteenth Street,  
PHILADELPHIA. NEW YORK. WASHINGTON, D.C.

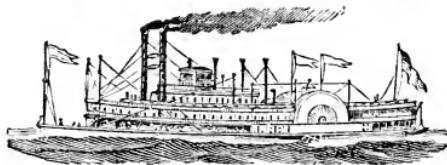
By National Banks, and by Brokers generally throughout the Country.  
143

MAP showing the Route of the NORTHERN PACIFIC RAILROAD  
and its CONNECTIONS.



TO SEEKERS OF HEALTH AND PLEASURE.

# Grand Pleasure Excursion for the Season of 1871



—FROM—

**BUFFALO, ERIE, CLEVELAND AND DETROIT,  
TO DULUTH AND ST. PAUL,  
PASSING THROUGH  
LAKES HURON AND SUPERIOR.  
To continue during the summer months.**

A Daily Line of STEAMERS will run from Buffalo, Erie, &c., to Saut Ste. Marie, Marquette and Duluth,—Connecting with Cars on the Lake Superior & Mississippi Railroad, running to St. Paul, Minn.

FROM St. Paul Steamers run Daily on the Mississippi River, during the season of Navigation, to La Crosse, Prairie du Chien, Dubuque and St. Louis,—Connecting with the Lines of Railroad running to Milwaukee, Chicago and Detroit,—thus furnishing a ROUND TRIP of over *two thousand miles*, by land and water, through one of the most healthy and interesting regions on the Continent.

## NEW ORLEANS TO QUEBEC, VIA ST. PAUL AND DULUTH.

This New and HEALTH-RESTORING LINE OF TRAVEL, by means of the Lake Superior & Mississippi Railroad, 155 miles in length, Connects the waters of the Great Lakes of America with the noble Mississippi River at the head of Navigation,—thus affording an extended EXCURSION of over *three thousand five hundred miles*, from NEW ORLEANS to QUEBEC, Can.,—passing up the MISSISSIPPI and through the GREAT LAKES to the FALLS OF NIAGARA, the THOUSAND ISLANDS, and the RAPIDS of the ST. LAWRENCE—forming altogether the

**GRANDEST EXCURSION IN THE WORLD.**

# GRAND EXCURSION.

STOPPING PLACES and OBJECTS OF INTEREST IN THE ROUND TRIP FROM  
 BUFFALO TO DULUTH, ST. PAUL, &c.

## DISTANCES

PORTS, ETC.	MILES.	PORTS, ETC.	MILES.
<b>BUFFALO, N. Y.</b> .....	0	<b>Ontonagon</b> .....	60 1,066
DUNKIRK.....	42	LA POINTE, Wis.....	80 1,146
<b>ERIE</b> , Pa.....	48	<b>Bayfield</b> .....	3 1,149
ASHITABULA, Ohio.....	41	SUPERIOR CITY.....	80 1,229
<b>CLEVELAND</b> , Ohio.....	54	<b>DULUTH</b> , Minn.....	6 1,235
MALDEN, Can.....	100	Lake Superior & Mississippi Railroad.	
<b>DETROIT</b> , Mich.....	20	FOND DU LAC.....	16 1,251
Lake St. Clair.....	7	(Dalles of the St. Louis River.)	
<b>Port Huron</b> .....	68	<b>Thomson</b> .....	8 1,259
Point au Barque and Light.....	70	Junc. Northern Pacific R. R. ....	1 1,260
Thunder Bay and Light.....	75	<b>Hinckley</b> .....	53 1,313
<b>De Tour</b> , Mich.....	85	White Bear Lake.....	65 1,378
CHURCH'S LANDING.....	41	<b>ST. PAUL</b> .....	12 1,390
<b>Sault Ste. Marie</b> .....	14	Lake Pepin.....	66 1,456
White Fish Point and Light.....	40	LAKE CITY.....	25 1,481
Pictured Rocks.....	80	<b>Winona</b> .....	75 1,536
<b>MARQUETTE</b> .....	50	<b>La Crosse</b> , Wis.....	40 1,596
Portage Entry.....	80	<b>Prairie du Chien</b> .....	84 1,670
(HOUGHTON, 14 Miles.)		<b>DUBUQUE</b> opp. <b>Dunleith</b> ....	70 1,740
Keweenaw Point.....	50	<b>Freeport</b> , Ill.....	68 1,808
COPPER HARBOR.....	15	<b>CHICAGO</b> .....	121 1,929
EAGLE HARBOR.....	16	MICHIGAN CITY, Ind.....	55 1,984
EAGLE RIVER.....	10	<b>DETROIT</b> .....	229 2,213

## STEAMBOAT AND RAILROAD ROUTES CONNECTING THE UPPER LAKES WITH THE MISSISSIPPI RIVER.

This GRAND EXCURSION embraces 1,585 Miles of Lake and River Navigation and 628 Miles Railroad Travel.

## RETURNING VIA THE MISSISSIPPI RIVER TO DUBUQUE.

### RAILROAD CONNECTIONS, &c.

From MARQUETTE the *Peninsula Division* of the *Chicago & Northwestern Railroad* convey Passengers, via Green Bay, to CHICAGO, ST. LOUIS, &c.

From DULUTH the *Northern Pacific Railroad* will convey Passengers to the Mississippi River, 100 miles, there Connecting with a Steamer on the Upper Mississippi, above the Falls of St. Anthony,—making another GRAND EXCURSION of great interest,—ascending the Mississippi to Pocagoma Falls, or descending to the Falls of St. Anthony.

*Usual Through Fare \$64*, from which a deduction will be made for Through Tickets, embracing the ROUND TRIP during the Season of 1871.

### DISTANCES FROM EASTERN CITIES TO PORTS ON LAKE ERIE.

CITIES, ETC.	MILES.
<i>Philadelphia to Cleveland</i> , Ohio, via Pennsylvania Central Railroad.....	505
<i>Philadelphia to Erie</i> , Pa., via Philadelphia & Erie Railroad.....	451
<i>New York to Erie</i> , Pa., via Catawissa Route.....	486
<i>New York to Cleveland</i> , Ohio, via Allentown Route.....	581
<i>New York to Buffalo</i> , via Erie Railway.....	423
<i>New York to Buffalo</i> , via New York Central Railroad.....	443
<i>Boston to Buffalo</i> , via Boston & Albany R. R. and New York Central R. R.....	498

# MICHIGAN EXCHANGE,



JEFFERSON AVENUE, . . . . . DETROIT, MICHIGAN.

EDWARD LYON,  
FARNHAM LYON, } Proprietors.

This is a large and well-kept HOTEL, situated near the Steamboat Landings.

AMERICAN HOTEL, EVERETT HOUSE,

Chestnut Street,

OPPOSITE OLD INDEPENDENCE HALL,

PHILADELPHIA.

S. M. HEULINGS,  
PROPRIETOR.

—  
Carriages run from the Hotel  
to the Railroad Depots.

Fourth Street,

SAINT LOUIS,

MISSOURI.

—  
This HOTEL extends from  
Olive to Locust Street, and is  
centrally located near the Post  
Office and Places of Amusement.

# SHERMAN HOUSE,



## CHICAGO, ILLINOIS.

---

This HOTEL is centrally located on the corner of Clark and Randolph Streets, opposite Court House Square; was built, in 1860, of Athens Marble, and has all the modern improvements, including a Passenger Elevator to convey the guests to and from the several stories of the house. In fact, it is in every particular, as COMPLETE AND MAGNIFICENT AN ESTABLISHMENT as there is in the United States.

D. A. GAGE,      J. A. RICE,      G. W. GAGE,      H. WALTERS, } Proprietors.

# TREMONT HOUSE,



**CHICAGO, ILL.,**

**Situated on corner of Lake and Dearborn Streets.**

**RE-BUILT, re-modelled, handsomely and richly re-furnished in 1867 and 1868.**  
Has had all the modern improvements introduced, including one of

**ATWOOD'S VERTICAL RAILWAY ELEVATORS,**

for conveying guests to the different floors. Suites of rooms, baths and water connected, and is one of the largest and best appointed Hotels in the West.

**JOHN B. DRAKE, Proprietor.**

W. FELT, late of Lindell Hotel. }  
SAMUEL M. TURNER. }

# SOUTHERN HOTEL,

## ST. LOUIS, MISSOURI.



## The Only First-Class Hotel in the City.

Its Tables are at all times supplied in great abundance with the best the market affords. Its Large and Elegant Furnished Parlors, Long and Wide Corridors, and Comfortably Outfitted Chambers and Rooms ensuite, make it the Most Desirable House in the city for Strangers and Families.

*N.B.—This Hotel DOES NOT EMPLOY RUNNERS, and travellers are warned against the representations of those sent out by other Hotels.*

*Western Union Telegraph and General Railroad and Steamboat Office in the Hotel.*

**LAVEILLE, WARNER & CO., Propr's.**

# AMERICAN LIFE INSURANCE COMPANY OF PHILADELPHIA.

ALEX. WHILLDIN,  
President.

ORGANIZED, 1850.

JOHN S. WILSON,  
Secretary.

LOSSES PAID PROMPTLY.

CHARTER PERPETUAL.



## BOARD OF TRUSTEES.

HON. JAMES POLLOCK, . . . .	Ex-Gov. of Penna., Director U. S. Mint.
J. EDGAR THOMSON, . . . .	President Pennsylvania R. R., 238 South Third St.
GEORGE NUGENT, . . . .	Gentleman, residence, Germantown.
ALBERT C. ROBERTS, . . . .	Grocer, Eleventh and Vine.
PHILIP B. MINGLE, . . . .	Seed Merchant, 103 Market St.
HON. ALEX. G. CATTELL, . . . .	U. S. Senator, Merchant, 27 North Water St.
ISAAC HAZLEHURST, . . . .	Attorney-at-Law, 508 Walnut St.
L. M. WHILLDIN, . . . .	Merchant, 20 and 22 South Front St.
HENRY K. BENNETT, . . . .	Merchant, 745 South Fourth St.
GEORGE W. HILL, . . . .	1809 Spring Garden St.
JAMES L. CLAGHORN, . . . .	President Commercial National Bank.
JOHN WANAMAKER, . . . .	Oak Hall Clothing House, S. E. cor. Sixth and Market Sts.

Agencies in all the Principal Towns of the United States. 

# GREAT LAKES OF AMERICA

AND THE

## Valley of the Upper Mississippi;

GIVING A DESCRIPTION OF

THE OBJECTS OF INTEREST AND PLACES OF RESORT

IN THE

## HEALTH-RESTORING REGION

SURROUNDING

# LAKE SUPERIOR AND THE UPPER MISSISSIPPI;

FORMING ALTOGETHER A

COMPLETE GUIDE TO SEEKERS OF HEALTH AND PLEASURE,

WITH MAPS AND EMBELLISHMENTS.

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COMPILED BY J. DISTURNELL,

AUTHOR OF THE "INFLUENCE OF CLIMATE IN NORTH AND SOUTH AMERICA," ETC.

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The great event of the completion of the Railroad between ST. PAUL and DULUTH, Minn., (finished in August, 1870,) connecting the navigable waters of the Mississippi River and Lake Superior, renders the appearance of this volume one of deep interest to the Travelling Public seeking Health and Pleasure—forming altogether a Complete GUIDE through the GREAT LAKES and the VALLEY OF THE UPPER MISSISSIPPI, from ST. LOUIS to the FALLS OF NIAGARA.

Also, the Railroad and Steamboat Route from Chicago to Lake Superior, and the Northern Pacific Railroad Route from Duluth to the Red River of the North.

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### CONDITIONS, ETC.

A NEW EDITION OF THE ABOVE WORK will be issued in June, 1871, and include the Railroad and Steamboat Arrangements for the Season, Tables of Distances, &c. It will be comprised in about 250 pages, 16mo., and neatly bound in Muslin. Price, \$2.00.

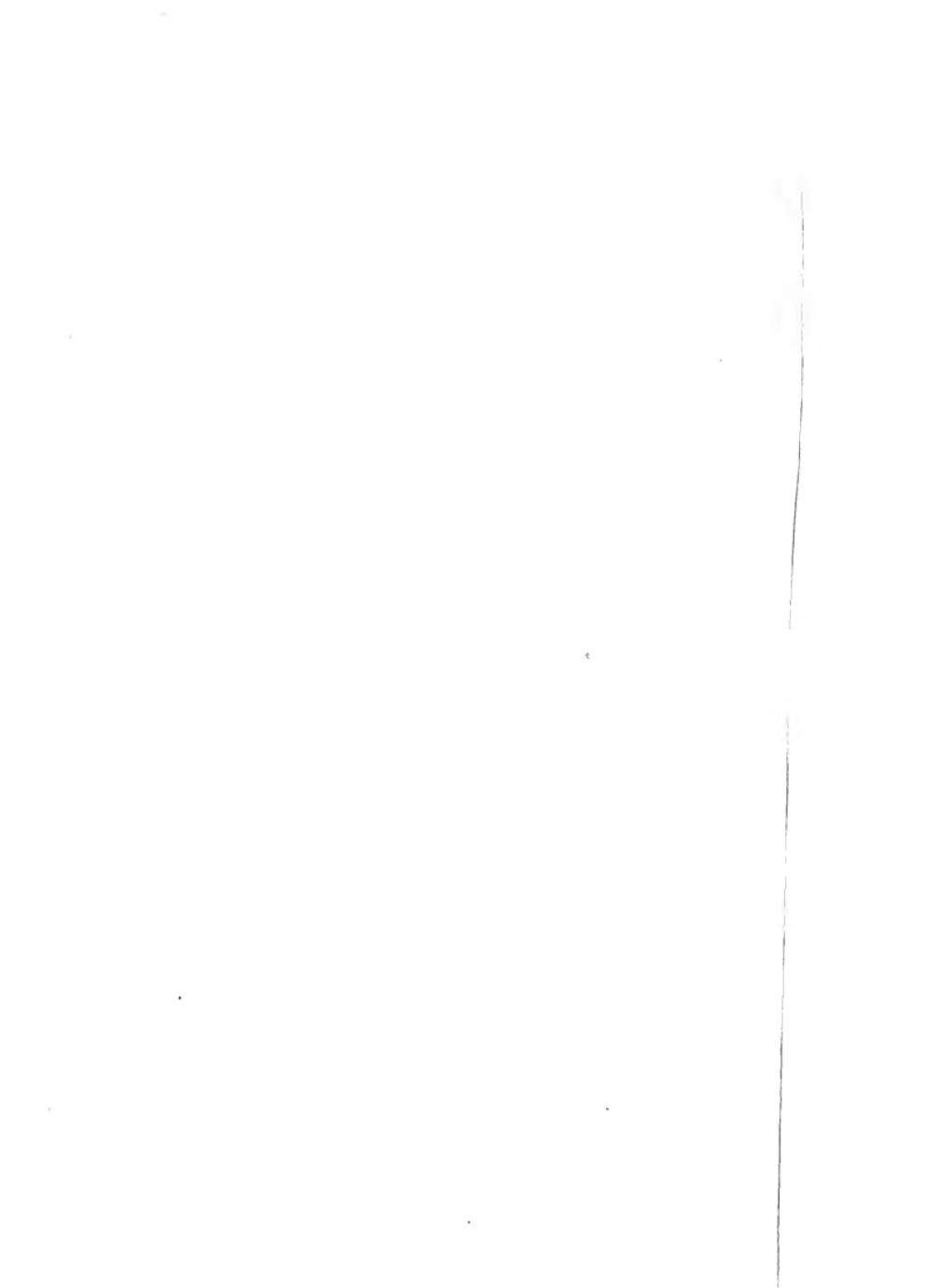
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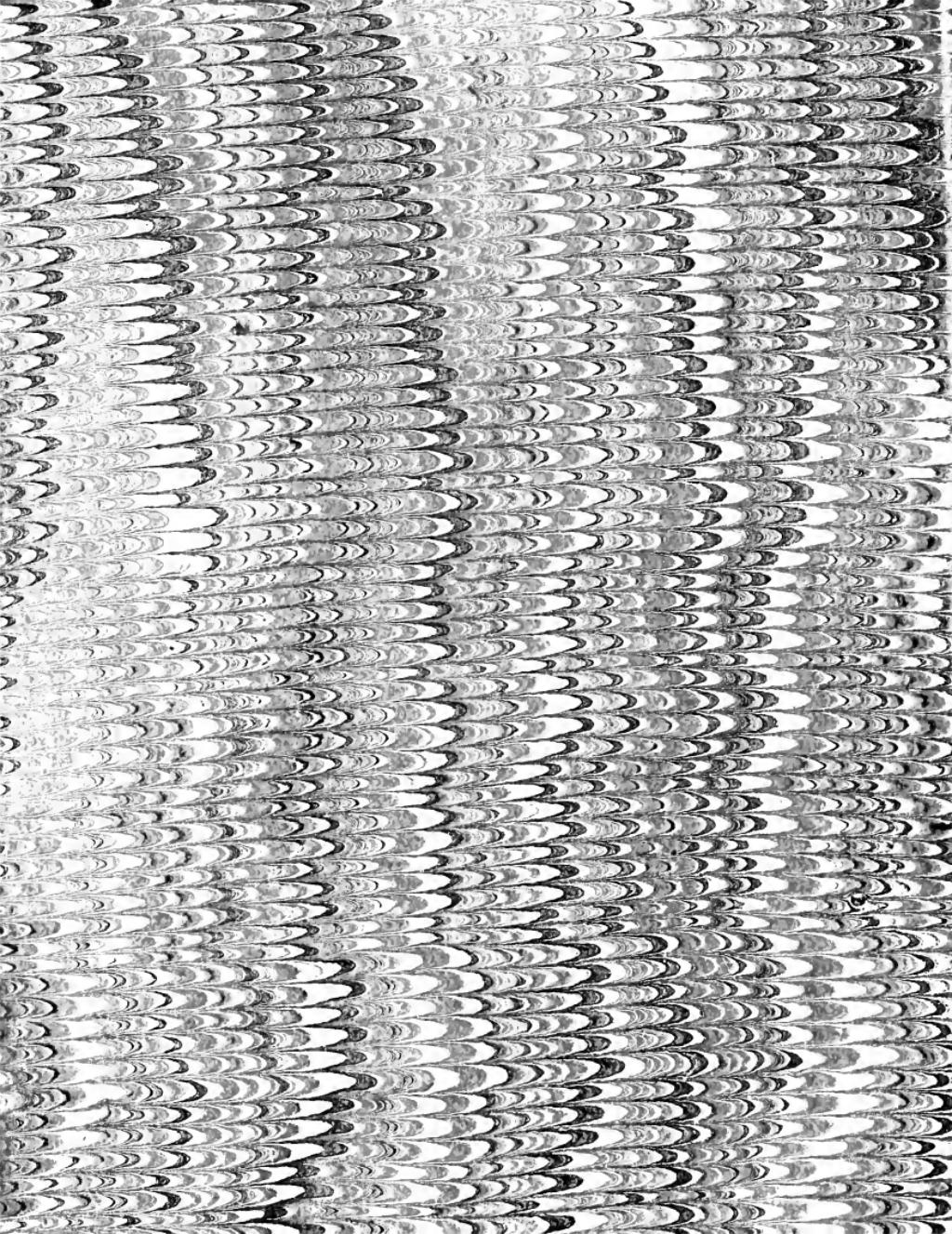


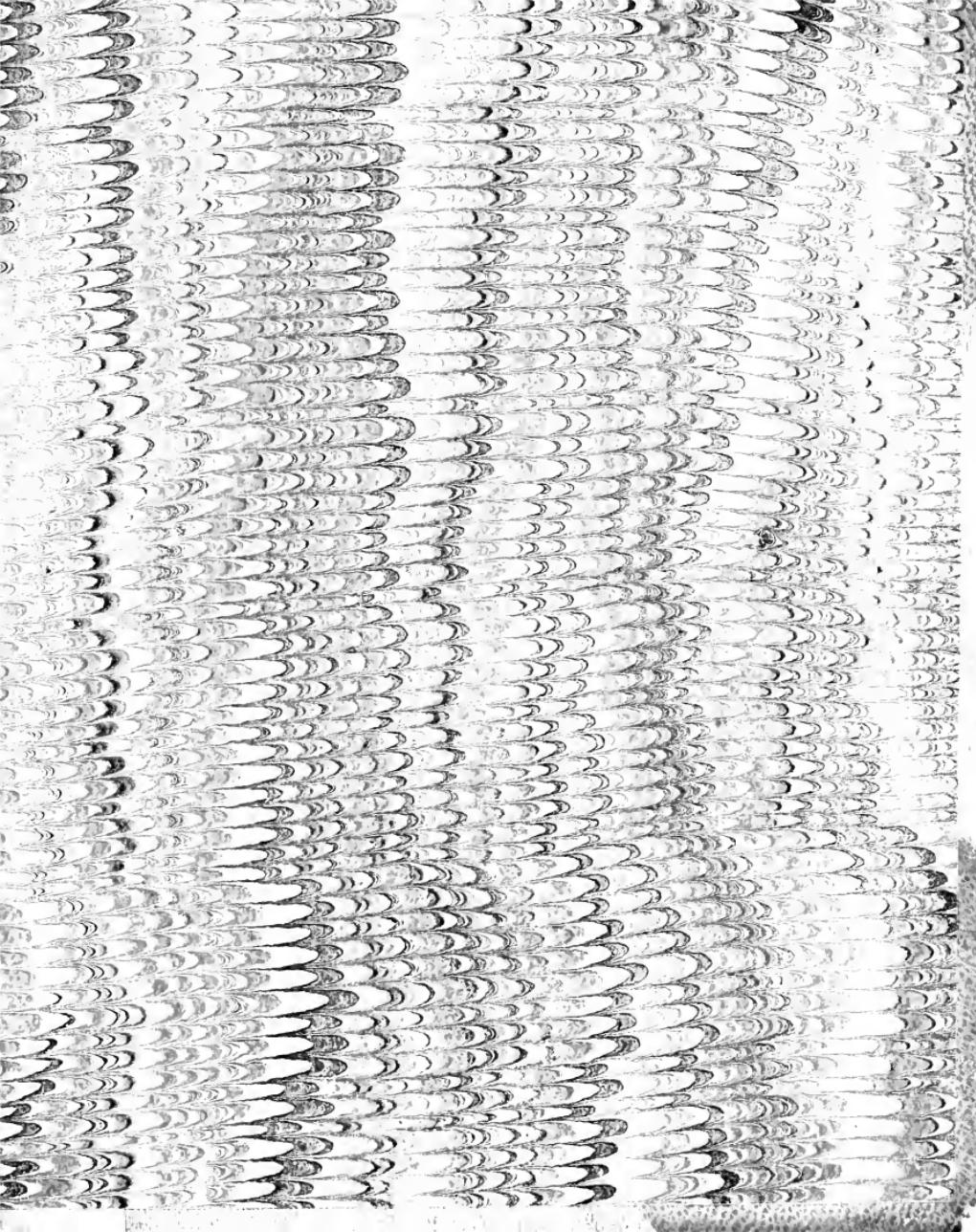












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